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### AROUND THE LAKES.

#### CLEVELAND.

Captain H. A. Hawgood, of Bay City, was at this port this week on business.

The steamer *Tempest* is having a new boiler built for her by Mr. Moore, of Sandusky.

Captain Philip Minch has bought of J. H. Palmer 1-16 of the propeller *Queen* of the West for \$2,812.

The Katzenstein metallic packing will be placed in both engine and pumps of the fire boat recently launched at Murphy & Root's shipyard.

Mr. Charles Parsons, of Vermillion, is now chief engineer of steamer *James Pickands*, Mr. J. Perry Swain, having resigned from that position.

A peculiar craft made its appearance in the river this week, the steamer *J. V. Tutts*, of Sandusky. To any one who has seen the boat a description is unnecessary.

At Globe drydock since last report the *Minnehaha* had butts calked, the schooner *Columbian* had bottom calked, and steamer *Selah Chamberlain* had butts calked.

The steamer *J. H. Outhwaite*, Captain John Nelson, takes a cargo of coal from Ashtabula to Chicago at 85 cents. This is the best freight paid on coal this season.

Of the eight new vessels that the *RECORD* assigned to Cleveland shipbuilders, six are now assured, and the others will be announced before the next earthquake comes around.

The coastwise arrivals at this port during the month of August, 398, clearances 382, foreign arrivals 41, clearances 40. This does not include vessels touching here from other ports for consorts, etc.

The steamer *Siberia*, in going out of the Cuyahoga river last week, broke her wheel. Another one has been ordered from H. G. Trout, of Buffalo, and will be put on her when she comes down again.

The report recently in circulation that the schooner *Baldwin*, Captain Lockwood, was leaking is contrary to fact. Captain Lockwood is a good navigator, and the *Baldwin* sound and staunch.

The propeller S. C. Hall came into port Monday to have a broken crank pin repaired. She left two vessels of her tow at Fairport, and the other went on to Ashtabula under sail. The repairs are being made by the Globe Iron Works Company.

There is a subscription list at John Thomson's shop on which some \$200 have been pledged for the widow of Engineer Gibson. We take the liberty of asking all marine men who would like to show their generosity to the bereaved family to go in and put their names to the paper.

Captain Thomas Wilson, in addition to the schooner now under way at Quayle's Sons' yard, will have another boat built by the same firm, as a consort for one of his steamers. The new boat will be constructed so that steam facilities may be added at any time.

If our fire tug had been completed the conflagration on the *Fay* would have offered her excellent opportunity to test her capabilities. The time for the annual lumber fires is fast approaching. Let us have the boat completed as soon as possible, and put into service.

At a meeting of the vessel owners' association yesterday, wages were advanced, as follows: Helpers to \$20, firemen to \$40, wheelmen to \$40, watchmen to \$40, deck hands to \$20 on steamers; and first mates to \$60, second mates to \$45, cooks to \$40, seamen to \$40, boy to \$25 on consorts and sail vessels.

Presley & Company are laying the keel for a steamer for Messrs. Palmer & Johnson, of the following dimensions: Length of keel 260 feet, beam 38 feet, depth of hold 21 feet. She will have a compound engine, to be built by the Globe Iron Works Company, 28 and 50 by 42 inches, and two steel boilers,

8 feet 6 inches in diameter and 16 feet long.

Buffalo papers, in giving an account of the machinery for the new steel steamer for the Union line, say that it will be the first triple expansion engine on the lakes, which is not according to fact, as the Globe Iron Works Company, in this city, are now working on a triple expansion engine for the iron boat they are building for Hanna & Company.

Shortly after 2 o'clock Tuesday night fire was discovered issuing from the engine room of the steambarge *Fay*, owned by the Bradley estate. She was lying at the iron ore docks, nearly opposite the waterworks. In a short time after the discovery of the fire the wood work of the engine room was in flames, but the fire steamers soon appeared and the flames were confined to the stern of the vessel; not, however, till the fire had destroyed the cabin, burned out the stern and climbed the masts, causing a damage of about \$2,000. At the time of the fire there was no one on board except the mate, and the cause of the conflagration is not yet accounted for.

#### CHICAGO.

Special to the *Marine Record*.

Grain freights went up again on Monday;  $4\frac{1}{2}$  cents on wheat, and 4 cents on corn for Buffalo, and  $2\frac{1}{4}$  cents on corn to Georgian Bay ports having been obtained. Iron ore freights were steady at \$1.25 from Escanaba to Ohio ports.

A subscriber would be glad to know who commanded the propeller *Empire* of the Northern Transportation line in 1876.

The new steambarge *H. A. Root*, Captain Oscar E. Parke, made her first appearance at this port Monday morning, with 9,700 baskets of peaches from Saugatuck. She is a good looking, compact and well built boat and reflects great credit upon James Elliott, of Saugatuck, her builder. She is 123 feet over all,  $24\frac{1}{2}$  feet beam, and 9 feet 2 inches depth of hold. Engine 18x20, by H. Bloecker & Company, Grand Haven, and steel boiler, 6 feet 8 inches shell, 11 feet long, built by Johnson Brothers, Ferrysburg. She is owned by Messrs. Brittain & Parks.

The steambarge *Maggie Marshall*, Captain Peter Hanson, arrived Monday morning with 442,000 feet of lumber from Manistee. Her deck load was level with the roof of her cabin. The trip before she took along 2,500 barrels of salt in her hold, and 251,000 feet of lumber as a deck load to South Chicago.

We are glad to announce that Mr. Aaron Leopold is recovering slowly from his dangerous illness, and that hopes are entertained of his recovery.

The propeller *Waverly*, of the Union line, which went ashore on Bois Blanc island, Mich., Sunday morning at 3 a. m., in a dense fog and heavy gale, arrived here Tuesday night, in tow of the Union line propeller *Avon*. The *Waverly's* stern post was badly bent, and interfered with her steering in bad weather, hence the necessity for her being towed here. She sustained no other damage.

J. E. Townsend, a well known marine architect of Chicago, has begun work on a new passenger steamer for George M. Pullman. The dimensions are, length over all 130 feet, beam 22 feet, hold 7 feet. She will have a double compound engine and twin screw propellers. She is designed to steam eighteen miles an hour, and will cost \$25,000.

Chicago elevators contain nearly 14,000,000 bushels of grain. Of this amount about 4,000,000 bushels is corn and the bulk of the corn is standard grade. There is very little market for it just now, and it is being held. When the market develops there will be a high demand for vessel room, and with the demand will come high rates.

Beckwith & Fleming, agents of the Lehigh Valley line, deny the published report that all of the steamers belonging to that line are to be withdrawn from the Chicago

route and sent to Lake Superior. Three of the boats will continue to run between Chicago and Buffalo, and the other three will make trips from Buffalo to Lake Superior with railroad iron until a contract which the company has on hand is completed.

Vesselmen of Chicago are inaugurating a movement to have the Washington authorities take steps to prevent the encroachment of the railroads on the Chicago river and to remove obstructions from the stream.

The Flint & Pere Marquette Railway Company are making preparations to enter the city with their steamboats, and have in view a large and commodious dock which they will probably lease. A warehouse will be constructed on it during the winter.

Captain David J. Davis, a retired vessel master, died at his residence in Raymond, Wis., last Wednesday. He was 81 years old. Captain Davis was born in South Wales, and began his career on salt water at an early age. For forty-two years he commanded vessels on the lakes, but of late years has lived in retirement. His son, Captain Charles M. Davis, is master of the steamer *Continental*. The funeral occurred Friday afternoon.

At a meeting of the Chicago board of marine underwriters, trip rates insurance on grain cargoes was raised 25 per cent. The advance goes into effect on the 1st of September and will continue until the 15th, when a further advance will be made. The following is the revised tariff, from Chicago per \$100: To ports on Lake Michigan, 25c; to ports on Lake Superior, 50c; to ports on Lake Huron, Sarnia and Detroit river, 40c; to ports on Georgian Bay, 50c; to ports on Lake Erie, 50c; to ports on Lake Ontario, 65c; to Ogdensburg, 70c; to Montreal \$1.00. These rates are on cargoes shipped in A vessels. No rates were made covering vessels of lower grade.

The steamer *Rube Richards* came down the North branch, swung around the "Horn" into the main river, and struck the schooner *Mears* on the bluff of the bow. The *Mears* had her stem badly twisted, five strakes of plank cut through and about twenty feet of rail and several stanchions smashed. The captain of the *Mears* estimates his loss at about \$500, and wants the steamer to pay for repairs.

At the Chicago Drydock Company's shipyard the schooners *Pride of America*, A. J. Mowry, Willie Loutit, Z. Y. M. C. A., and C. Harrison were in dock for recalking; the schooner *Duncan City* to have leaks stopped; the steambarge *City of New York* and D. M. Wilson for recalking; the schooner *North Cape* received some calking; the propellers *Jay Gould* and *City of Duluth*, schooner *Sweetheart* and barges *Menekaune* and *Marinette* received some general repairs; the schooner *H. A. Richards* a new dolphin striker; the schooner *Ella Ellinwood* had her decks calked.

At Miller Brothers' Drydocks the schooner *Ray S. Farr* is in dock receiving a partial rebuild, to the tune of some \$1,500, comprising considerable new ceiling, frames, and outside plank, new bow and new keelsons; the steambarge *Oswegatchie* was recalked all over; the schooner *John Bean, Jr.*, had her decks calked and some new plank forward; the propeller *J. H. Farwell* and schooner *J. H. Rutter* were in dock for some new plank in bottoms and calking; the tug *Mary McLane* received a new wheel; the schooner *Presto*, barge *Lone Star*, tugs *John Miner* and *Flossie Thilcke* were in to have leaks stopped; the steambarge *George Dunbar* for a new wheel, and the steambarge *J. C. Sult* had her stern bearing fixed; the schooners *George L. Wren* and *Emily B. Maxwell* received new main masts; schooner *Daniel E. Bailey* a new jibboom and martingale.

#### ASHTABULA.

Captain Conway Richardson, of Ashtabula, for many years a well known master on the lakes, but who has been seriously ill for the

past twelve months or more, has so far recovered as to be able to be out. This will be news which his many friends will be glad to hear.

#### BAY CITY.

Special to the *Marine Record*.

A satchel containing some clothing and \$48 in money was stolen from Wm. Montgomery, employed on the barge *C. F. Gould*, on Monday night. One Pete Fisher a sailor on the same craft, has been arrested for the theft.

A terrible wind and rain storm accompanied by lightning and thunder visited this port on Saturday evening last, and was the most severe ever witnessed in this section. The wind blew a perfect hurricane from southwest, rain fell in torrents, while lightning and thunder was vivid and terrific. Lumber piles were blown into the river, rafts broken up and considerable damage done to small craft lying in the river.

The tug *Maud S.* is to be entirely rebuilt during the coming winter and will receive a new 16x16 engine, which has already been contracted for to replace the two small engines now in her.

Captain Richard Armstrong, the wide awake manager of the Saginaw river and Duluth fire tugs, has contracted with Messrs. A. F. Bartlett & Company, of East Saginaw, for a triple compound engine, wheel, shaft, etc., for a new boat he is about to build at F. W. Wheeler's shipyard, West Bay City.

The steamer *Metropolis* gave her last excursion on Sunday last. There were between 400 and 500 passengers on board who were witnesses to an amusing incident at the expense of Uncle Ike Williams, the indefatigable bill poster, ticket seller, etc., friendly to everybody and everybody's friend. As the steamer was nearing the point Ike appeared on the promenade deck and made the following announcement in a stentorian voice: "Ladies and gentlemen, we are now 'proaching Point Lookout and de boat am to leave de Point at 3 clock sharp. Yu mus' all be shoar and be back to de boat puntal or git left." The passengers were all on board when the lines were cast off and the steamer had got nicely under way on her homeward journey. But Ike was not among them. He was seen hurrying down the hill to the landing yelling and gesticulating wildly, but the boat failed to stop and the old colored hustler was left behind.

The best evidence of good times on the river is the condition of lumber rates. A low freight indicates inactivity, while a high freight denotes that times are brisk. To-day there is not a boat that will be thrown upon the market to wait for a cargo. Freights are fifty cents higher than a year ago which, in itself is a sufficient endorsement of what we have said. Vessel agents are unanimous in agreeing that this will prove a much more remunerative season than the last. The following figures will show a comparison of rates for August 24 in 1885-86:

|                             | 1885.  | 1886.  |
|-----------------------------|--------|--------|
| Bay City to Buffalo.....    | \$1.25 | \$1.75 |
| Saginaw to Buffalo.....     | 1.37½  | 1.87½  |
| Bay City to Ohio ports..... | 1.00   | 1.50   |
| Saginaw to Ohio ports.....  | 1.12½  | 1.62½  |

The prospects for a further raise are said to be good, and if an advance of 25 cents per 1,000 feet occurs next week, there need be no surprise.

#### MACKINAW CITY.

The propeller *Waverly* arrived here at 7 o'clock Monday morning in tow of the propeller *Avon*, with her shoe twisted and stern post bent so that the rudder would not work. The stern post was taken off and as the shoe was not twisted enough to interfere with the rudder she left at 9 a. m. in tow of the tug *Avon* for Chicago. The trouble was caused by running onto the lower end of Bois Blanc island during a dense fog at 3 o'clock Sunday morning. The tug *Mockingbird* released her at noon. Apparently she is not injured except her shoe and stern post.

## MARITIME LAW.

LIEN FOR SUPPLIES AND REPAIRS—DEBT CONTRACTED BY SHIP OWNER—PRESUMPTION OF OWNER'S CREDIT—PREVIOUS SALE BY SHERIFF—DISCHARGE OF LIEN.

United States District Court, Eastern District of Pennsylvania.

Delaware River Iron Ship Building & Engine Works vs. The Mary Morgan.

1. Liens are implied for necessary repairs and supplies where the debt is contracted by the master in a foreign port. The doctrine of implied lien for supplies and repairs has not been extended to debts contracted by the owner, saving perhaps in exceptional cases, where it appears that the circumstance is such as to forbid absolutely the presumption that the debt was contracted without a pledge of the vessel.

2. The steamer Mary Morgan was furnished with repairs and supplies in Chester, Pa. She belonged to a New Jersey corporation, but her owner was engaged in business in Chester, where the principal corporate officers resided and where the meetings of the corporation were held; the vessel was also enrolled in the collector's office in Philadelphia and visited Chester daily. The debt was contracted by the owners. Held, that whether the vessel should be regarded as foreign or not, which was not decided,—there was nothing in the situation to demand a pledge of the vessel, and consequently nothing to repel the presumption of credit to the owners alone. The vessel was not, therefore, subject to a lien for the supplies.

3. Previous to this suit, a note had been given for the price of the repairs rendered by the libellant, and upon this note judgment had been obtained in a state court, and the vessel had been sold by the sheriff on an execution. Held, that even if the vessel, in view of the above mentioned facts, had been subject to a lien, it was discharged by the sale of the boat. The libel was therefore dismissed.

Butler, J.

This case is one of unusual interest.

The vessel belonged to the Bridgeport Steamboat Company, incorporated under the laws of New Jersey.

She was enrolled in the collector's office at Philadelphia, and ran between Philadelphia and Wilmington, Del., touching at Bridgeport, N. J., and Chester and Marcus Hook, Penn.

The debt was contracted for alteration, repairs, and supplies, obtained to fit her for a voyage, or voyages, from Philadelphia to Savannah and back, in the winter of 1885, while navigation on the Delaware was interrupted by ice.

The debt was contracted by the president of the company, who, with the treasurer, and the secretary resided at Chester, where the work was done and the supplies furnished.

The company held all its meetings (except annual meetings of stockholders) at Chester; and so far as appears, transacted, the principal part, if not all, of its business in this state.

A note was given for the amount due, on which judgment was obtained in the common pleas of Delaware country, July 9th, 1885. Under an execution issued on this judgment, and another issued by Mr. Bickley, the vessel was sold by the sheriff, for \$5,000. The execution of Bickley, who became the purchaser, was before the libellant's, in point of time; and whether the latter will be paid from the proceeds of sale is undecided. The libellant claims payment, and is now contesting the question with Bickley, in the common pleas of Delaware country.

Has the libellant a lien?

The subject of implied lien, in the admiralty, is often a difficult and perplexing one. The principals upon which the doctrine rests are well defined, and easily understood. Their application, however, has been such as to create uncertainty and confusion. Impressed with the disadvantages attending such liens,—unregistered and secret,—the courts started out with a cautious and sparing application of the doctrine, limiting its operation to cases, (or rather classes of cases,) where the circumstances not only justify, but demand the implication of a pledge.

More recently, in apparent forgetfulness or disregard of the reasons on which this limitation was founded, its operation has been extended in some directions and such a disposition shown to extend it in others, that the courts have come to hesitate, and occasionally disagree, respecting the true line of limitation.

Liens are implied for necessary repairs, and supplies, where the debt is contracted by the master in a foreign port. The implication is founded on the ship's situation and presumed necessities. The master representing the owner, with authority to pledge the ship whenever his necessities require it, the law implies a pledge where repairs are made or supplies furnished abroad, on his order.

It will be observed that this statement confines implied liens for repairs and sup-

plies, to debts contracted by the master. The rule was so stated uniformly, until within a recent period. Conklin, Vol. 1, page 80, after defining it in similar terms, says, "To guard against possible misapprehension it is proper to say, that no lien is ever implied from contracts of the owner. It is only the contracts which the masters enters into, in his character of master, that specially bind the ship, or affect it by way of lien or privilege, in favor of the creditor. When the owner is present, acting on his own behalf as such, the contract is presumed to be made with him, or on his ordinary responsibility, without a view to the vessel." In the *St. Jago de Cuba*, 9 Wheat. 110, the court says: "The whole object of giving admiralty process and priority of payment to privileged creditors, is to furnish wings and legs to get home for the benefit of all concerned. It is not in the power of any one but the ship master, not the owner himself, to give these implied liens on the vessel. The law marine attaches the power of pledging or subjecting the vessel to material men, to the office of ship master. The necessities of commerce require that when remote from his owner he shall be able to subject the owner's property to that liability, without which it is unreasonable to believe he will not be able to pursue his owner's interest. When the owner is present the reason ceases, and the contract is inferred to be with the owner himself, on his ordinary responsibility,—without a view to the vessel." In *Thomas vs. Osborne*, 19 How., the Chief Justice says: "Now, if Leach is to be regarded as owner for the time, then by the maritime law the repairs and supplies furnished at his personal request are presumed to be furnished upon his personal credit, unless the contrary is shown; and in that view of the subject *Loring & Company*, (the libellants) have not, and never had any lien on the vessel. But if, on the contrary, Leach is to be regarded as the master, and as making the contract by virtue of his authority, over the barque in that character, then the repairs and supplies in a foreign port, if necessary to enable the vessel to proceed, are presumed to have been made on the credit of the vessel, unless the contrary is shown. It is immaterial that this is found in a dissenting opinion. There was no question respecting the law. The disagreement was about facts—the relation which Leach bore to the vessel. Justice Curtis, speaking for the court, in the same case, said: "It is true, if, (the implied lien,) does not exist in a place where the owner is present. But this doctrine cannot be safely extended in the case of an owner *pro hac vice* in command of a vessel. Practically, his special ownership leaves the enterprise subject to the same necessities, as if the master was merely master; and not the charterer." In the *Grapeshot*, 9 Wall. 136, the rule is similarly stated. In the *Lulu*, 10 Wall. 203, Justice Clifford says. "Viewed in any light it is clear that the necessity for credit must be presumed, where it appears that the repairs and supply were ordered by the master alone, and were necessary." In the *Emily Sowden*, 17 Wall. 67 the court says: "The presumption is, in the absence of fraud, that where allowances are made to a captain in a foreign port, to pay for necessary repairs and supplies, to enable his vessel to prosecute her voyage, they are made on the credit of the vessel." In the *Mary*, Bell 1 Sawyer, 130, where the master was owner also, a lien for repairs in a foreign port was implied, because, as the court held, the contract was with him as master. But for this the lien would have been denied. In *Stevens vs. the Frances*, 2 Fed. Rep. 715, and the *Norman*, 6 Fed. Rep. 406, the doctrine of implied lien for repairs and supplies is similarly stated,—The notion of extending it to debts contracted by the owner is of recent origin. The wisdom of so extending it is certainly open to grave doubt. Why should it be thus extended? The owner, being present, may authorize an express lien; he is hampered by no question of authority. If willing to hypothecate his vessel, he can agree to do so. Such an agreement removes all room for speculation and uncertainty. If the creditor does not require this, why allow him to set up an implied hypothecation? A pledge to be implied or not, as the court may understand and construe the circumstances? It is within his power to avoid all doubt and uncertainty—all necessity for appealing to inferences, and consequently all danger of mistake. If it be said the master, also, may contract specifically within the limited scope of his authority, it may be answered, that while this might have been a sufficient reason for denying the implication of a pledge even for his debts, it certainly is not for extending the doctrine to those of the owner.

Nevertheless, it is asserted in several recent cases, that a lien may be implied for such debts contracted by the owner, and in one instance, at least, it is so decided. I find no case in which the Supreme court has so determined. In the *Guy*, 9 Wall. 753, the debt was contracted by the owner. The court allowed the lien; without, however, entering into any discussion of this question,—which does not appear to have been raised. The only point considered was whether an exception taken for the debt, discharged the lien. The facts are insufficiently reported. A reference to the opinion of the court below. (1 Ben. 115,) shows that the evidence proved the existence of an express lien. The court so found, in express terms; and it is in this view of the facts that a lien was allowed. In the *Kalorama*, 10 Wall. 214, it is said by Justice Clifford, that a lien may exist for such a debt of the owner. It must be inferred that an implied lien was intended by the terms used, because it could not be questioned that an express lien might exist. The question, however, was not in the case; and the judge concludes by saying so. "It is quite clear," he remarks, "that the repairs were made and supplies furnished, with an express understanding between the parties that they were so made and furnished, on the credit of the vessel. With this explanation the case loses all importance, except such as may attach to the *obiter dicta* of an eminent judge. In the *George I. Kemp*, 2 Lowell, decided in 1876, by the district court for Massachusetts, the question was distinctly presented. No discussion of the subject is found in the opinion. The lien was allowed, the court saying simply: "It was formerly held that if the owner is present no lien will be implied \* \* \* It is not now the law that the presence of the owner, in a foreign port, precludes the possibility of a credit to the vessel, by the general maritime law. This assumption was expressly overruled in the *Guy*, 1 Bened. 112, 9 Wall. 753; the *Kalorama*, 10 Wall. 204." These authorities certainly support the proposition that a lien for such debt of the owner is "possible," as here stated. No one has ever questioned that an express lien may exist wherever the owner chooses to create it. It was an implied lien, however, of which the court was speaking, and the cases cited, as we have seen, do not support, (in my judgment,) the conclusion reached. I find no other case in which the question can properly be said to have been so decided. In 1833, it arose in the *Frances*, (above cited,) and after deliberate consideration the court held, that "a known owner who obtains supplies in a foreign port, not being master, deals presumptively on his personal credit, and no lien will be implied, unless the libellant satisfies the court that there was a common understanding that the ship should be bound." In other words, unless the libellant proves an express lien. The *Metropolis*, 8 Bened. 19, is to the same effect.

This review has satisfied me that the doctrine of implied lien for supplies and repairs, has not been extending to debts contracted by the owner,—saving perhaps in exceptional cases, where it appears that the circumstances are such as to forbid, absolutely, the presumption that the debt was contracted without a pledge of the vessel. In other words, that the presumption of reliance upon the owner's personal credit still exists, and will prevail, (at least) such pressing circumstance of necessity are shown as demand a conclusion that the vessel was pledged,—as when she is in distress, distant from home, and the owner actually without credit.

Now, repeating the inquiry: Was the Mary Morgan subject to lien? (1) Was she in a foreign port? Her owner was a New Jersey corporation. If the statement went no further she was foreign to Chester. Her owner was, however, engaged in business here, and seems to have little elsewhere. The principal corporation officers resided where the meetings of the corporation was held. Here, too, the vessel was registered; and the port was visited by her daily. What influences should these facts exert? Do they or not show the owner to have had a virtual residence in Pennsylvania? A corporation cannot change its citizenship under the Federal laws. This, however, is not the point involved. If a corporation be chartered in one state, with a view to transacting business in another, having its property, office and officers all there, would it (in the sense involved) be foreign to the latter state? Could the doctrine of implied lien be invoked for repairs and supplies, obtained for its vessels there? Suppose a merchant of Philadelphia has his home across the river in New Jersey,—his stores and property all being here,—would his vessels on their return voyages be treated as

foreign to this port, and subject to implied liens for repairs and supplies? Would not such an application of the doctrine, ignore the reasons on which it rests? The owner would be liable to suit (and his property to execution) here. And here would be the seat of his financial standing and credit. The case supposed, however, goes somewhat beyond the facts of our case. Whether the Mary Morgan should be regarded as foreign, may be open to doubt. In the view I entertain of the case the question need not be decided.

The debt was contracted by her owners. The presumption, therefore that credit was given to them personally. This presumption must stand, (at least,) until answered by evidence, sufficient to repel it. I have failed to discover any such evidence in the case. There was no agreement for a lien; nor was there anything in the situation of the vessel or her owners, at the time, to justify the conclusion that a pledge was mutually intended.

Regarding the owners as foreign, they were nevertheless very near neighbors of the libellant; and presumably as well known financially, as if residents here. It is not important that Mr. Parker testifies that he did not know the corporation. He was unaware even, that its home was not here. Doubtless he supposed it was. He knew its principal officers all resided, that the vessel registered, and its business was transacted, here. So far from showing that the vessel was in distress, the owners without credit, and a pledge of the property necessary, the circumstances would seem to show, very plainly, that no such necessity existed. Not only was the vessel in a familiar port, but so near home, that she had only to cross the river to get there. Nothing stood in the way of her doing this. Nor is there anything to indicate that the repairs and supplies could not have thus been obtained on the usual credit in such cases. There was nothing, therefore, in the situation to demand a pledge of the vessel, and, consequently, nothing to repel the presumption of credit, to the owners alone. That the account is charged to the vessel is unimportant; this was doubtless the result of business habit. Nor is it important that the libellant may have contemplated a lien. What he contemplated, without expressing to the owner, does not affect the latter. It is quite probable, notwithstanding what Mr. Parker says, that a pledge was not thought of by any one. In any view, it was clearly unnecessary to the libellant's safety. Why then should it have been thought of? Under the laws of Pennsylvania, the libellant was entitled to hold the vessel until paid; and the existence of this statute accounts for the habit of charging referred to. The omission to hold the vessel under this statute,—which afforded an ample simple and entirely certain security, and remedy, indicates quite clearly that the credit of the owner alone was relied upon; that an admiralty pledge was not thought of.

The vessel was not, therefore, in my judgment, subject to a lien.

If she was, however, I think it was discharged by the subsequent sheriff's sale. The acceptance of a note or other similar obligation for the claim, would not have worked this result. Whether proceedings to judgment for it would, has been doubted in a similar case: The *Kalorama*, 10 Wall. 219. A sale, however, of the vessel, is quite a different thing. I can recall no instance in which a creditor may sell his debtor's property a second time, for the same debt. He invites the public to purchase, proposing to take the proceeds, while the purchaser takes the property. How can he afterwards, in effect, claim the property also. It seems to me that no authority for this proposition can be needed. Probably no direct authority exists; for it is unlikely that such a question has arisen. The instances most nearly analogous are those of Mortgage, and Mechanics' lien, creditors who sell the property bound, on judgment subsequently obtained, without reference to the lien, for the same debt; where it is held that the sale discharges the lien; though the debt may remain unpaid. Somewhat similar is the case of a vendor, who holds the legal title as security for purchase money and sells the land on a judgment obtained for the same debt. Although the proceeds may be insufficient to pay him, his hold upon the land is gone.

The Bee line has arranged for three excursions to Missouri, Kansas, Arkansas, Texas and Nebraska, leaving September 8th and 22d, whereby tickets will be sold to the authorized land points, in states as named, upon the basis of one limited fare for the round trip. Free reclining chair cars from St. Louis and the choice of various routes. Extension tickets will be sold by terminal roads to points beyond at about one fare for the round trip upon presentation of our tickets.

## LAKE ERIE HARBORS.

Major L. Cooper Overman, of the corps of engineers of the army, has prepared his report relative to the harbors along the southern shore of Lake Erie, and the same was received at the war department on the 25th. Each harbor is fully treated, its history, commerce, and other interesting statistics being given. Relative to the Cleveland harbor, after stating the history of the improvements and recounting the efforts made to have the breakwater plan changed, giving in connection therewith the report of the special board of engineers convened for that purpose, Major Overman says: "Contracts for the expenditure of the appropriation made in the last river and harbor bill will be completed as soon as practicable this fall. The parapet on the west breakwater will be constructed to the extent of the \$30,000 appropriated by the end of the fiscal year, and the greater part of the 1,200 lineal feet of the east breakwater, which is about the length of completed breakwater that \$120,000 will pay for, will be in progress, and one-half finished by June 30, 1887. The sum of \$319,250 additional is required to complete the breakwater."

As to Toledo harbor the report says: "A comparison of the condition of the channel with that of the close of the season of 1883, shows a slight increase of depth, but a slight loss in average width of channel, which would indicate that with the removal of the annual deposits it will be necessary to provide for the removal of over 200,000 cubic yards for some seasons yet, in order to secure the full depth and full width proposed for the improvement. \* \* \* The balance of \$60,000 yet to be appropriated will not complete the project as originally estimated, mainly from the lengthened period consumed in doing the work for want of adequate appropriations. The estimate made in 1872 (amended in 1880) contemplated large appropriations, and consequently limited contingencies, whereas the appropriations have been small, requiring twelve years to obtain \$510,000 and contingent expenses, and the annual removal of the deposits of each winter and spring have been repeated for these twelve years. It will, therefore, require at least \$140,000 to complete the projected improvement of the natural channel through Maumee Bay, all of which can be expended in one season in dredging to deepen and widen the same."

Speaking of the straight channel project, Major Overman says in discussing plans recommended by his predecessor, Colonel Wilson: "I fully agree with him in this conclusion, and if a straight channel to Lake Erie be undertaken it should be upon a plan which provides for revetment and dikes, and with the expectation of its costing about \$2,500,000." Regarding the work already done on the straight channel Major Overman says: "The amount of funds available for the work and the limitation imposed as to the line of excavation did not give any opportunity of solving by direct experiment the question discussed by many as to whether a straight channel from the mouth of the river through Maumee Bay, and unprotected and uninfluenced would fill up, hold its own depth, or give increased depth during the winter and spring. As considerable doubt exists as to whether the line proposed and designated by congress in the act of July 5, 1884, is the best line for the proposed straight channel, no effort has been made since the completion of the contract of September 21, 1885, to expend the balance of about \$9,000 in continuing the work as it was, and it is still hoped that congress would, in further appropriations for this improvement, amend the wording so as to enable the secretary of war to direct the expenditure along the best line. Additional examination is said to be necessary to determine the best line for the straight channel." The Major thinks the present season too far advanced for any active operations this year, but contracts can be made and everything be in readiness to begin promptly next spring.

Relative to Port Clinton, Major Overman says the amount of commerce to be benefited is small, and it is doubtful whether the expenditure of the remaining \$44,000 for the completion of the proposed project under the revised estimate would be advisable. If the improvement be continued \$20,000 can be expended.

As to Sandusky river it is assumed that no improvements are needed, no requests for the same having been made by those most interested. The \$150,000 appropriated for Sandusky Bay can be and will be profitably expended the coming year. As to the harbor at Huron, it is stated to be one of the best natural harbors on Lake Erie. It will be proper if the commerce of the port increases to extend the piers out to the sixteen-foot curve in the lake. Twelve thousand dollars are required to complete the existing project.

At Vermilion it is believed to be necessary to extend the piers five hundred feet further into the lake at a cost of about \$70,000.

At Black River considerable damage has been done by storms, and repairs are needed to the piers, and dredging should also be done. The commerce of the port is increasing, and \$20,000 additional is required to complete the existing project.

No appropriation is asked for Rocky river. As to Fairport, it is stated that the piers should be extended. The sum of \$81,250 additional is needed to complete the existing project.

The piers should also be extended at Ashtabula, and \$50,250 additional should be appropriated by congress to finish the work according to the plans which have been agreed upon. The growing commerce of this port, as well as that of Fairport, are adverted to in the report.

The river and harbor bill, passed at the session of congress just ended, contained no appropriation for Conneaut harbor, and Major Overman thinks the piers and other improvements at that port will deteriorate

for lack of means to keep them in proper repair. Thirty-five thousand dollars is asked for to complete the work.

At Dunkirk \$40,200 additional should be appropriated by congress to complete the work in hand. The old day beacon at the port, it is also recommended, should be rebuilt.

With reference to the harbor at Monroe, Mich., Major Overman estimates that \$20,000 more are needed than has yet been appropriated in order to complete the existing project.

## LITERARY NOTICES.

ST. NICHOLAS FOR SEPTEMBER.—From the frontispiece, which is a reproduction of Landseer's celebrated portrait of himself and his two dogs, "The Connoisseurs," to the Riddle-box with its ingenious puzzles, St. Nicholas is crowded with bright and interesting matter for girls and boys and all who love them.

A paper on English Art and Artists, by Clara Erskine Clement, opens the number and closes the series which has been the means of introducing so many beautiful pictures and entertaining anecdotes to the readers of the magazine. "Little Lord Fauntleroy" is carried forward in two chapters in which Mrs. Burnett begins to throw some light on the final denouement next month. "The Brownies" with their usual enterprise take up the game of lawn-tennis, as Palmer Cox amusingly tells in verse and pictures; and Susan Anna Brown describes a clever Italian game for enterprising young Americans.

THE SEPTEMBER CENTURY.—Liszt's last illness was announced after the September Century had gone to press; it is due to accident, therefore, rather than to purpose, that the two full page portraits of the musician, and the intimate account by his American pupil, Albert Morris Bagby, of "A Summer with Liszt in Weimar," should appear in The Century so soon after his death. American enterprise has an amusing and curious illustration in extraordinary papers on the balloon experiences of two venturesome citizens of Connecticut. Kemble has also touched the experiences of these sky-adventurers with his humorous pencil. Two illustrated articles of interest are the late Minister to Persia, S. G. W. (Benjamin's) paper called, "A Glance at the Arts of Persia," and Mrs. Emily Nunn Whitman's account of "The Zoological Station at Naples." The charm of an essay and the instructive observations of a student of familiar nature are mingled in John Burroughs's "Notes from the Prairie." Frank R. Stockton develops a new situation and additional drollness out of the casting away of Mrs. Leeks and Mrs. Aleshine; and Miss Kate Foote contributes an absorbing short story called "A Pistol-shot." In the War Series a fertile subject lending itself to rich illustration is introduced by General Alfred Pleasanton's "Successes and Failures of Chancellorsville." It was under General Pleasanton's orders that Major Keenan's famous charge was made, and under his direction that the artillery at Hazel Grove saved the key of Hooker's position when Howard's eleventh corps, assaulted from the rear by Stonewall Jackson, was hurled back upon the Union center. General Howard himself writes of "Jackson's Attack upon the Eleventh Corps;" Colonel W. Huntington describes "Sedgwick's Assault at Fredericksburg," with the effort of relieving the pressure upon Hooker; and Samuel P. Bates, the Union Commander's literary executor, gives Hooker's version of the campaign, in the article "Chancellorsville Revisited by Hooker." In the "Memoranda on the Civil War," General R. E. Colston offers a new letter showing that Lee had divined Hooker's plan; General Thos. M. Anderson explains anecdotally why "The Reserve at Antietam" was not hurled against Lee's exhausted lines; Captain Joel B. Erhardt quotes from a war-time letter by General William F. Smith as revealing General Grant's reasons for relieving the latter. Mr. Whittier replies to a statement of Colonel Henry Kyd Douglas with respect to his poem on Barbara Frietchie.

## A YACHT RACE.

PUT-IN-BAY, Aug. 24.

To the Editor of the Marine Record.

The guests at the hotels here were treated to a ripple of excitement on the 24th because of a scrub yacht race, gotten up on the spur of the moment by a couple of the guests at the Beebe House. A small purse was provided as an inducement, and three yachts entered, the Crescent and Ospray, of Toledo, and the Cora V., formerly of Cleveland, now owned here. The course from Brown's dock, in the bay around Ballast and Rattlesnake islands and back to the dock; distance about twelve miles, leaving everything on the port hand; time, three hours.

The Ospray led off, the Crescent next, the Cora V. bringing up the rear. The Cora V. was the favorite, being owned by Walter Ladd, proprietor of one of the boat houses, and who is very popular with all visitors.

When the boats came about off Ballast island the Crescent walked up to the lead in a way that surprised everybody, and held her place to the finish, making the course in 2 hours 7½ minutes. The Ospray came in second and the Cora V. last, thus giving the Crescent the race and first prize.

The Crescent was commanded by Ralph Hammond, who used to sail the yacht Humming Bird in the days of the old Put-in-Bay House; the Cora V. by Bird Chapman, familiarly known as "Chappy," and the

Ospray by her usual crew, whose names can not be learned at the present writing.

It is more than likely that a tussle between the Cora V. and Crescent will follow shortly, as their sailing qualities are about equally distributed. B.

## YACHTS' LIGHTS.

Secretary Fairchild has at last arrived at a partial conclusion on the question of carrying side lights on yachts. He has written Collector Seiberger a letter relative to the cases which the latter has reported to him from time to time, and in it he decrees that no fines shall be collected from any of the yachts, because the yachtmen evidently acted in good faith in failing to carry side lights. There seems to be some doubt as to what rule, under section No. 4,223 R. S., this class of vessels should observe in carrying side lights when under way or at anchor. The department will, however, promulgate an official rule for the exhibition of lights on this class of vessels. This decision is important because it settles a question which has long been a thorn in the side of vesselmen. They have been compelled to dodge yachts in the harbors for years, for yachts have never been known to dodge vessels, and in doing this they were guided only by a small bright light, the only light the average yacht carries. It is to be hoped that the department will hasten its work.

## RECORD OF VESSEL PASSAGES.

## PASSED PORT COLBORNE.

PORT COLBORNE, Aug. 26.—Passed up—Schooners Gleniff, St. Catharines to Detroit; W. R. Taylor, Kingston to Toledo; O. Freeman, Hamilton to Cleveland; Jennie Matthews, Charlotte to Chicago; Erie Stewart, Hamilton to Toledo.

Wind southwest, light.

PORT COLBORNE, Aug. 27.—Passed up—Schooner Flora Carveth, Hamilton to Cleveland; propeller Dominion, Port Dalhousie to Sandusky; Lake Ontario, Montreal to Toledo; Clinton and one barge, Kingston to Chicago.

Down—Steamer W. J. Averill, Chicago to Ogdensburg.

Wind southwest, fresh.

PORT COLBORNE, Aug. 28.—Passed up—Steamer Niagara and two barges, Charlotte to Milwaukee; propeller Pacific, Ogdensburg to Chicago; Cuba, Montreal to Chicago; Canada, Montreal to Toledo.

Down—Schooners General Franz Siegel, Chicago to Ogdensburg; Comanche, Chicago to Ogdensburg; D. G. Fort, Chicago to Ogdensburg; F. S. Barker, Chicago to Oswego; St. Louis, Toledo to Weller's Bay; Watertown, Chicago to Ogdensburg; steambarge Lincoln and barge Lisgar, Toledo to Kingston; Glengarry and consort, Duluth to Kingston.

## PASSED DETROIT.

DETROIT, Aug. 26.—Passed up, forenoon—Tug Kittie Haight, barge City of Montreal, Don M. Dickinson and two barges, propeller Syracuse, barges Alcona and consort, schooner Havana, Oscoda, Wm. Rudolph and two barges, schooner Fellowcraft, barge H. S. Hubbell and four barges.

Afternoon—Tug Castle, barges A. A. Turner and four barges, Iron Duke, consort and schooner J. C. King, tug Moore and schooner Scotia, J. R. Noyes, barges Garden City and five barges, Cumberland and schooners W. S. Crosthwaite, E. Corning, H. Fitzhugh, V. Swain and consort, schooner Neelon, propellers Onoko, H. Chisholm, and schooner Alva Bradley.

Forenoon, down—Tug Wilcox, schooners H. C. Richards, J. B. Merrill, G. G. Houghton, Columbia, C. Leighton, barge Salina and four barges, City of Concord and consort, tug Haight and schooner J. Wesley.

Afternoon—Tug Swain, propeller Annie Young, W. J. Averill, steambarge Oscar Townsend and consort, J. H. Devereux Kalkaska, Hiawatha and consort, Germania and five barges, Tacoma, Mackinaw, Missouri and two barges, D. W. Rust and consort, Rose and three barges, tug John Martin and lighter, barge Cleveland and four barges, tug Kate Williams.

DETROIT, Aug. 27.—Passed up, forenoon—Propellers Alaska, Portage, Philadelphia, schooner Annie Sherwood, barges Otego, C. H. Green and consorts, N. Mills and three barges, Siberia and consorts, Samatra and consort, W. P. Thew, tug Samson and schooners E. C. Hutchinson, S. L. Watson, barge Bay City and four barges, D. C. Whitney and consort, tug Anna Dobbins and three barges.

Afternoon—Propellers St. Louis, City of Cleveland and consort, Waverly, barges Allegheny and three barges, G. L. Colwell and three barges.

Morning, down—Wm. Cowie and one barge, R. A. Packer, Breckhead and five barges, propeller Montana, barge Westford and three barges.

Afternoon—Barge Point Abino, propeller Delaware, barge Handy Boy, Ira Chaffee and two barges, M. Sicken and two barges, United Lumbermen and two barges, Lothair and two barges, tug International, schooner Selkirk, D. S. Austin and barges, propeller J. H. Outhwaite and schooners Thomas Gawn and C. C. Barnes, D. W. Powers, L. Pahlow, Fred Mercur, S. Chamberlain and consort.

DETROIT, Aug. 28.—Passed up—Propeller Belle Cross and four barges, R. J. Hackett and consort, propeller Avon, barge Smith Moore, schooners Queen of the West, and Southwest, propeller Kalkaska, tug Ella Smith and three barges, propeller Osceola.

Afternoon—Propeller Annie Smith and consort, Mackinaw and one barge, Handy Boy, City of Mt. Clemens, propeller Milwaukee, tug Champion and schooners Our Son, J. S. Richards, Swallow.

Morning, down—Propeller Cuba and consort, barge Mineral Rock and three barges, tug Champion and schooners Champion,

J. I. Case, Nassau, Consuello, Garibaldi, propeller S. S. Fry and consors, Manistique and raft, Glasgow and three barges.

Afternoon—Propeller Oneida, tug Record, two barges and schooners James E. Gilmore, H. G. Cleveland, barges Wallula, schooners M. E. Tremble, J. Breeden, Progress, tug Jessie, propellers India, Forest City and consort, tug Music and three barges, propeller Oscoda, S. R. Van Allen and consort.

DETROIT, Aug. 29.—Morning, up—Propeller Salina and four barges, Calumet and consort, tug International, propeller Germania and five barges, tug Porter and schooners J. Mathews, Monguagon, propeller Cuba, propeller Cleveland and three barges, Raleigh and consors.

Afternoon—Propeller Charlemagne Tower, Jr. and consort, schooner J. R. Pelton, Benedict, propellers B. W. Arnold, Benton and four barges, Wm. Cowie and one barge, tug John Martin, schooner F. C. Leighton.

Morning, down—Propeller Pickands and consort, Kasota and consort, Mary Pringle, Lowell and two barges, W. P. Thew, propeller Starucca, Russia.

Afternoon—Propeller J. E. Mills, S. C. Hall and three barges, propellers Boston, Anstralsia and consort, schooner C. A. Burton, tug River Queen and one barge, propeller Miles, barge and schooner P. B. Locke, Undine, Montague and four barges, Superior, consort, schooner Saveland, Porter Chamberlain and three barges, Huron City and three barges, Gratiwick, two barges, and schooners Sunrise, Maggie McRae.

## THROUGH THE STRAITS.

MACKINAW CITY, MICH., August, 26.—Morning, down—Propeller Lewis Pahlow, schooner Venus.

Afternoon—Propeller Lehigh, Commodore, Peerless, schooner Mary Lyon.

Morning, up—Schooner Mary Hattie.

Afternoon—Tug Sweepstakes, propeller Tioga, schooner E. G. Mixer, Bay State, propeller Wissakickon, schooner A. Boody.

Wind southwest, light.

MACKINAW CITY, Aug. 27.—Morning, down—Propeller Montague, with schooners White Star, Mills and Sherman, propeller Progress, schooner Sunrise, propeller John Otis and consort, schooner York State, Moonlight, propeller W. H. Barnum, schooner Skylark, propeller W. H. Gratiwick and consors, Hall and three barges, Sweepstakes with schooners Harvey Bissell, J. F. Joy and one other.

Afternoon, down—Schooner Parana, C. J. Magill, Nevada.

Morning, up—Propellers C. F. Curtis and three barges, A. Folsom and three barges, schooner Maid, propeller D. D. Calvin, Syracuse.

Afternoon—Schooners Zach Chandler, J. D. Sawyer, J. Loomis, McLaren, tug A. Sumner with barge Michigan, propeller Starucca.

Wind north, fresh.

MACKINAW CITY, Aug. 28.—Down—Propeller Boston.

MACKINAW CITY, Aug. 29.—Morning, down—Schooners Oliver Mitchell and Reuben Doud.

Afternoon—Propeller California, City of Rome with schooner Red Wing, tug Brookway with two scows.

Morning, up—Propellers Portage, C. J. Kershaw, Alaska, Buffalo, Juniata.

Afternoon—Tug Samson with two vessels, propeller George Burnham with schooner.

## THROUGH THE SAULT.

SAULT STE. MARIE, Aug. 26.—Morning, down—Propellers Roanoke, Fred Mercur, steambarge Cuba, schooner Donaldson, steambarge Wallula, schooner M. E. Tremble, steambarge Australasia, schooners H. D. Alverson, C. H. Burton, propeller Idaho, propeller City of Owen Sound, steambarge Simon Langill, schooners F. M. Knapp, Sweetheart.

Afternoon—Steambarge Forest City, schooners H. H. Brown, Ishpeming, steambarge A. Folsom, schooners Frank Perew, King Fisher, steambarge T. N. Palmer, schooners Ogarta, Emma L. Coyne, propeller Miles, schooner Undine, Guinair, tug Stickney, schooner Ida Corning, steambarge Superior, schooner Sandusky.

Morning, up—The steambarge Escanaba, schooner T. L. Parker, steambarge Fred McBrier, schooner Galatea.

Afternoon—Propeller Athabasca, United Empire, steambarge R. P. Ranney, schooners David Wagstaff, S. J. Tilden, Negaunee, propeller Arctic, barge Continental, with Magnetic.

SAULT STE. MARIE, Aug. 27.—Morning, down—Steambarge Jas. Pickands, schooners Wayne, Saveland, propeller India, steambarge Kasota, schooner G. W. Adams, propeller City of Duluth, steambarge New Orleans.

Afternoon—Steambarge H. D. Coffinberry, schooner H. R. Newcombe.

Morning, up—Tug Nat Stickney, schooner Jura, propeller Peerless, steambarge V. H. Ketchum, schooner H. J. Webb.

Afternoon—Steambarge Cormorant, and schooner Richard Winslow, steambarge J. E. Potts, schooner Dan Rogers, propeller Empire State.

SAULT STE. MARIE, Aug. 28.—Afternoon, down—Steambarge Northerner, propeller Winslow.

SAULT STE. MARIE, Aug. 29.—Morning, down—Propellers Arizona, Arctic.

Afternoon—Propeller Japan, steambarge Spokane, Egyptian, schooner Pelican, steambarge John N. Glidden, schooners G. H. Warmington, Fred A. Morse, steambarge Waldo A. Avery, schooners H. A. Hawgood, Eliza Gerlach.

Morning, up—Steambarge Minneapolis, schooner McGregor.

Afternoon—Steambarge Henry Chisholm, schooner Alva Bradley, propeller China, steambarge Alcona, schooners Alta, Havana, propellers Alberia, St. Louis, steambarges Smith Moore, Empire, schooners A. H. Moss, Acontas.

[Continued on 4th page.]

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CLEVELAND, OHIO, THURSDAY, SEPTEMBER 2.

## THE CANAL CONVENTION.

Very general commendation is extended to the action of the canal convention at Syracuse, N. Y., last Wednesday. A series of resolutions was adopted by an overwhelming majority, advocating that it was the policy of the state of New York to continue as in the past to support and improve her system of canals without federal aid. The idea of waiting for federal aid did not appear to be in favor with the delegates, as two resolutions to that end were voted down. While the members all held that the canals, especially Erie, had been the chief factor in attaining for New York state its proud position, and were determined that the fact should not be lost sight of, some declared that they were not particular as to the means adopted, but urged that the work should be forwarded as speedily as possible, others being persistent in holding to the belief that the state, and not the government, should do the work of enlargement. The latter faction carried their point, and resolutions to that end were submitted and adopted after discussion, as follows:

WHEREAS, The people of the state of New York have by the constitutional amendment adopted by a decisive majority in 1882 forever prohibiting the legislature of this state from selling, leasing, or otherwise disposing of the Erie canal, the Oswego canal, the Champlain canal, the Cayuga and Seneca canal, or the Black River canal, and declaring that they shall remain the property of the state and under its management forever, have fully committed themselves to the preservation and maintenance of those canals specifically mentioned therein.

WHEREAS, The canals are as indispensable now to enable the state of New York to maintain its proud position as the Empire state of the Union, and the city of New York as the commercial metropolis of the continent, as the canals in the beginning were chiefly instrumental in enabling them to occupy these positions respectively:

Resolved, That it is the duty of the state to immediately put these canals, specified in the constitutional amendments, in the highest possible condition of efficiency to enable the state to derive all the benefits they are capable of conferring.

Resolved, That the Erie canal is an absolute necessity for the retention and control by the state of New York of the vast domestic commerce of the country, and we demand that this canal be enlarged and improved to make fully available the last drop of water that the skill of modern engineering can supply, to enable the passage through it of boats of the largest possible capacity; that we approve of the policy initiated by the legislature of last winter in lengthening the locks of the said canal and otherwise enlarging its carrying capacity.

Resolved, That the Oswego canal, forming an essential part of the canal system of the state, should also be improved by increasing the capacity of its locks and the depth of its channel as proposed by the initiative legislation of last winter and the recommendation of the Hon. Horatio Seymour.

Resolved, That Champlain canal, forming a link in the great channel of water communication between the Dominion of Canada and the Hudson river, and the large iron ore deposit along Lake Champlain and the furnaces of the cities of the states of New York, New Jersey and Pennsylvania, should be deepened in its channel so that boats can

pass through it, carrying the same tonnage that they do on the lakes and on the river, requiring a uniform depth of seven feet.

Resolved, That we recognize the importance of the Black River canal as a part of the canal system of the state, and recommend the enlargement of its locks and deepening of its channel to enable it to retain the carrying of the products of the forest and of the mines of the section through which it passes.

Resolved, That the legislature of this state be earnestly requested to make an appropriation sufficient to complete the construction of the dam at Forestport, in the county of Oneida, in conformity with the recommendations of all the commissioners of public works and state engineers.

Resolved, That the thanks of the convention be given to that portion of the press of this state which so earnestly labored to bring before the people the necessity of the improvement of the canals, thereby advancing the wealth and prosperity of the state, and retaining its position as the Empire state of the Union.

Resolved, That the sum of \$128,000, now in the state treasury, the balance of unexpended appropriations for the Erie canal, should be reappropriated for the purpose of bottoming them out and restoring them to the original capacity of their respective prism.

Resolved, That we protest against the passage of the bill which seeks to give away any part of the Albany basin to adjacent owners, and request that the basin be kept for the purposes for which it was originally designed, and that adequate appropriations should be made to restore it to its former usefulness with all proper restriction.

One peculiar feature developed during the consideration of the resolutions was that of the opposition offered by a delegate from Buffalo, the city most benefited by the Erie canal. Without the canal Buffalo would soon be relegated to the shades, and Oswego predominate, as in the days of yore. It would not have been surprising if the Oswego delegation had voted solid for the proposition, as it recited that the Erie canal was national rather than sectional, and held that it would be but justice to the taxpayers of the state to ask congress to reimburse the state for any money expended in improving the Erie canal.

But further comment is unnecessary, as the convention, composed of the most eminent commercial men in the boundaries of the state of New York has demanded that Erie canal be enlarged and improved to make fully available the last drop of water that the skill of modern engineering can supply. This is an echo of the Utica convention and merits the respectful attention of the legislature.

FREIGHTS may now be said to bear much resemblance to a boom and vessel owners are in clover. The prospects are good for this present strong condition of the freight market to continue three years, and all the new tonnage that will be put afloat next spring cannot make great material addition to the fleet that is running the present season. It will be remembered that much of the tonnage was laid up early last season by reason of which many vessels were saved from the fall gales and destruction. This will not be the case, however, this season as the good rates obtained for carrying and the great demand for tonnage will keep all the vessels plying until the close of the year or until they are impeded by ice. This means that we are likely to lose many vessels to lake commerce sufficient to counterbalance the new tonnage that will be built during the winter. It has been said that in the event of freights being bulled too much that the iron ore companies will build vessels to do their own carrying, but this is not likely for next season, as individual owners have all the shipyards busy.

LOCAL prejudice was arrayed against the construction of the canals and against the enlargement of the Erie. Is there a resident of New York who can deny that the canal policy has added wealth, population, greatness to the commonwealth? The railroads have become a factor in our domestic and foreign trade. But our canals are still not simply the regulator of the internal carrying trade, but an essential part in doing the work. Of grain the Erie canal conveys to New York city more bushels than are received at any other seaport by all routes. During the first three months of navigation in 1886, the canal delivered in New York nearly a million bushels more than the combined receipts of Philadelphia, Baltimore and Boston. As every part of the state derives profit from the prosperity of New York city, and not least and perhaps especially, the southeastern inland counties, they are interested in maintaining and strengthening the canals.

For the week ending with and including the 25th the shipments amounted to 135,785 gross tons, of which quantity 34,679 tons went forward from Marquette, 52,290 tons from Escanaba, 2,258 tons from St. Ignace, 27,064 tons from Ashland, Wis., and 19,494 tons from Two Harbors, Minn.

## [Vessel Passages Continued from 3d Page.]

## PASSED PORT COLBORNE.

PORT COLBORNE, Aug. 30.—Passed up—Steambarges Erlin, Kingston to Chicago; Niagara, Kingston to Cleveland; propeller John Pridgeon, Ogdensburg to Chicago.

Passed down—Schooner Jessie Drummond, Cleveland to Toronto; W. J. Suffel, Cleveland to Brockville; L. S. Hammond, Detroit to Ogdensburg; Jennie White, Toledo to Oswego; Blazing Star, Detroit to Oswego; Ida Walker, Toledo to Oshawa; John Wesley, Detroit to Oswego; propeller Oneida, Chicago to Ogdensburg; Acadia, Chicago to Montreal; Dominion, Sandusky to Montreal.

PORT COLBORNE, Aug. 31.—Passed up—Schooner I. N. Foster, Ogdensburg to Cleveland; Kate Kelly, Oswego to Detroit; F. J. King, Oswego to Green Bay; Emerald, Kingston to Cleveland; W. I. Preston, Ogdensburg to Sandusky; W. H. Oakes, Charlotte to Port Huron; Mary Copely, Oswego to Detroit; Singapore, Kingston to Cleveland; steambarge Bruno and one barge, Brockville to Detroit.

Down—Schooner Nashua, Chicago to Kingston; W. T. Greenwood, Toledo to Kingston; T. R. Merritt, Toledo to Kingston; J. G. Werts, Cleveland to Toronto; J. H. Breck, Cleveland to Brockville; barge Mills and steamer, Chicago to Ogdensburg; steamer Myles and consort, Sault ste. Marie to Kingston.

PORT COLBORNE, Sep. 1.—Passed up—Schooner John Magee, Ogdensburg to Cleveland; F. B. Gardner, Charlotte to Milwaukee.

Down—Schooner Mary Lyon, Chicago to Oswego; Maggie McCrea, Manistee to Quebec; West Side, Detroit to Watertown; steambarge Abercorn, Saginaw to Oswego; steamship W. A. Haskell, Chicago to Ogdensburg; propeller Canada, Toledo to Montreal.

## PASSED DETROIT.

DETROIT, Aug. 30.—Passed up, forenoon—Propeller George Spencer and consort, J. H. Devereux, tug Oswego and schooner Delaware, propellers Dean Richmond, Cone-maugh, tug Sweepstakes, barges B. W. Stafford and consort, H. E. Packer, propeller Pacific, New York, James Fiske, Jr., barges Araxes and two barges, M. Sicken and three barges, L. Pahlow.

Afternoon—Propeller B. W. Blanchard, barge Erin and schooner Jessie Scarth, propeller Chicago, barges Ira Chaffee and three barges, Yosemite and one barge, A. Everett and consort, tug Parks and barge Hale, Kate Williams and schooners Red White and Blue, H. M. Scove.

Morning, down—Barge Kincardine and barges, tug International and schooners Mary Lyon, E. W. Rutherford, propeller Lycoming, barge Abercorn and two barges, Wm. Chisholm and schooners John O'Neil, and Typo.

Afternoon—Propeller Rochester, Lake Ontario, barge City of Montreal, and consort, propeller Vanderbilt, barge Rhoda Stewart and five barges, tug Torrent and raft, Maine and four barges.

DETROIT, Aug. 31.—Passed up, forenoon—Propeller J. W. Westcott, schooners O'Neil Wm. Brake, propeller Fountain City, barge Lowell and two barges, Oscoda, steambarge Oscar Townsend and consort, Colonial and consort, propeller John Pridgeon.

Down, forenoon—Propellers California, Arabia, propeller City of Rome and consort, propeller W. A. Haskell, tug Crawford, propeller H. J. Jewett, barge A. Weston and three barges.

Afternoon—Propeller Michigan and four barges, Manistique, Kalkaska, John B. Lyon and consort, H. C. Schnoor and one barge, Otego, tug Porter and schooner Reuben Doud, Oliver Mitchell, Reindeer, propeller Wm. H. Stevens.

DETROIT, Sep. 1.—Passed up, forenoon—Tug Balize, schooners M. W. Paige, Halstead, Homer, American Union, J. G. Boyce, barge Fred Mercur, tug Colton and scow, C. Crawford, propeller Montana, tug Crawford, and schooner B. Barwick, propeller A. M. Edwards and consort.

Afternoon—Propeller Toledo, Lehigh, barge United Lumberman and consorts.

Down, forenoon—Tug Kate Williams and schooner Hattie Wells, M. F. Merrick, propeller Colorado, tug Oswego and schooner Hartford, barge S. J. Macy and consorts, propeller Clarion, schooner Schuykill, tug Sprite and schooner D. Provost.

Afternoon—Tug Wilcox and schooners D. Stewart, Detroit, propeller Conestoga.

## THROUGH THE STRAITS.

MACKINAW CITY, Aug. 30.—Morning, down—Schooner Arthur.

Afternoon—Hartford.

Morning, up—Propellers Avon, Waverly.

Afternoon—Favorite, Milwaukee.

MACKINAW CITY, August. 31.—Morning, down—Propeller Conestoga, schooner H. W. Sage.

Afternoon—J. H. Farwell and consorts, Newburgh, schooner George.

Forenoon, up—Propeller Devereux, City of Grand Rapids, Annie Smith with schooner John Shaw.

Afternoon—New York, Conemaugh, Dean Richmond, Pacific.

In harbor—Propeller Allegheny and three barges, tug Swain, Castle and James Reid, schooners Scotia, Our Son, J. S. Richards, Hoboken, Ida Keith, G. M. Case and Constellation.

MACKINAW CITY, Sep. 1.—Down—Tug Leviathan, propeller Tioga and Syracuse, James H. Prentice with schooners Goshawk and Shawnee, schooner Naragansett, propeller Josephine, J. B. Tuttle with schooner S. H. Foster, White and Friant with three barges.

Passed up—Propeller Allegheny and three barges, schooners Constitution, G. M. Case, Hoboken, Ida Keith, J. S. Richardson, Our Son, Ada Medora, tug Ella M. Smith with three vessels, propellers Lawrence, L. Pahlow, W. R. Gifford with schooner Mears.

## THROUGH THE SAULT.

SAULT STE. MARIE, Aug. 30.—Morning, down—Propellers W. H. Stevens, Athabasca, Wocoken, schooner Charles Wall, propeller Joseph L. Hurd, St. Magnus, steambarge S. J. Macy, schooners Camden, John Burt.

Afternoon—Steambarge Continental, and schooner Magnetic, tug Constitution, schooner J. Raber, steambarge Alpena, schooner G. W. Wesley, steambarge Kittie M. Forbes, schooner M. S. Bacon, steambarge Iron Chief and Iron State, steambarge E. B. Hale with schooners Fayette Brown, Thomas Quayle, steambarge Comrade.

Forenoon, up—Steambarge M. Swain, and schooner Helvetia, steambarge C. H. Green, schooners Rosa Sonsmith, Mattie C. Bell, propeller Samuel F. Hodge, steambarge Cumberland, schooners W. S. Crosthwaite, Erastus Corning, H. Fitzhugh, propeller Ontario, steambarge Sparta, schooner Sumatra.

Afternoon—Steambarge City of Cleveland, schooner A. Cobb, steambarge D. C. Whitney, schooner Ashland, propeller City of Owen Sound, Nyack, Roanoke, steambarge Republic, schooners Grace Holland, James Couch, steambarges Jay Gould, M. M. Drake, Siberia, schooners Nelson Bloom, Plymouth, Iron Age.

SAULT STE. MARIE, Aug. 31.—Morning, down—Steambarge Ohio, schooners Jura, H. P. Baldwin, steambarge Escanaba, and schooner Thomas L. Parker, steambarge Business, schooner Kate Winslow.

Afternoon—Steambarges Cormorant, Richard Winslow, propeller United Empire, propeller Badger State.

Morning, up—Propeller Osceola, steambarge R. J. Hackett, schooner Susan E. Peck, steambarge S. C. Baldwin, schooner India, Grace Whitney, Albany, Dashing Wave, steambarge Argonaut, tug G. E. Brockway, with A. J. Jacobus, A. R. Kellogg.

Afternoon—Steambarge Calumet, schooner Ironton, steambarge C. Tower, Jr., schooner San Diego, steambarge Vienna, schooner Verona.

SAULT STE. MARIE, Sep. 1.—Morning, down—Propeller Campana, steambarge Sir S. L. Tilly, schooners G. M. Neelon, J. R. Benson, Augusta, propeller St. Paul.

Afternoon—Steambarge Minneapolis, and schooner Wm. McGregor, steambarge V. H. Ketchum.

Forenoon, up—Tug Constitution, schooner Geo. W. Davis, steambarge Oregon, schooners Francis Palms, P. S. Marsh, Florida, propeller B. W. Blanchard.

GENERAL JOHN C. NEWTON, for many years chief of the engineer corps, U. S. A., in which position he has won honor and fame, has been placed on the retired list of the army. This was preliminary to his acceptance of the position of commissioner of public works of the city of New York. He has entered on his duties as commissioner. General Newton made a good record during the war, and has since successfully conducted the engineering improvements in New York harbor.

THE total lake shipments of iron ore from the mines of the different ranges for the current season, up to and including Wednesday the 25th, are as follows: Marquette, 553,488 tons; Escanaba, 886,397 tons; St. Ignace, 41,689 tons; Ashland, 401,146 tons; Two Harbors, 189,227 tons. Grand total, 2,071,947 gross tons. The gain over the shipments from the mines of the same ranges at the corresponding stage in the season of 1885 is 634,703 gross tons.

## A CORRECTION.

LORAIN, O., Aug. 24.

To the Editor of the Marine Record:

In your issue of August 19, in "History of Lake Navigation," in giving the names of the side-wheel steamers lost on Lake Erie, the steamer Anthony Wayne is omitted. She was lost by explosion off Vermilion, in the early part of the season of 1848 or '49. I think she was a high pressure boat.

In the same article among the names of propellers lost on Lake Erie I find the Emigrant, wrecked at Avon Point in 1845. This is undoubtedly an error. The brig Emigrant was wrecked there about that time.

ED. GILMORE.

Tugs Ralph and Effie L. released the schooner Venus from Thunder Bay Island.

## ADVERTISEMENT.

PROPOSALS FOR HARBOR IMPROVEMENTS.  
UNITED STATES ENGINEER OFFICE,  
366 MILWAUKEE ST., MILWAUKEE WIS.,  
August 27, 1886.

SEALED PROPOSALS, in triplicate, will be received at this office until 12 o'clock noon September 14, 1886, and opened immediately thereafter in the presence of bidders for the following harbor improvements, viz:

Harbor of Refuge, Milwaukee Bay, Wis. Extension of Breakwater 350 feet (more or less), and 650 feet of superstructure on existing work.

Milwaukee Harbor, Wis. Cutting down and rebuilding of superstructure of outer section of north pier, 600 feet in length (more or less).

Racine Harbor, Wis. Cutting down and rebuilding of superstructure of outer section of south pier, 550 feet in length (more or less).

Kenosha Harbor, Wis. Cutting down and rebuilding of superstructure of inner section of south pier, 408 feet in length (more or less).

Proposals will be accompanied by a guaranty that if the bid be accepted, contract will be entered into within ten days after notice of acceptance.

For blank proposals and information, apply at this office.

The United States reserves the right to reject any or all bids.

Proposals will be intorsed on the envelope, "Proposals for Harbor of Refuge, Milwaukee Bay," or "Proposals for Harbor of Refuge, Milwaukee Bay," and addressed to

CAPTAIN W. L. MARSHALL,

Corps of Engineers, U. S. Army.

[Around the Lakes Continued from 1st Page.]

## DETROIT.

Captain John Law's new steamship, building at Springwells, Detroit, will probably be launched next Saturday.

The propeller Don M. Dickinson, bound for Lake Superior, broke her condenser in Lake St. Clair Thursday evening and returned to Detroit for repairs.

The Canadian tug Kitty Haight, towing the schooner Waukesha from Sarnia to Detroit, ran aground Thursday evening in St. Clair River, near Marine City, during a heavy fog. The schooner crashed into the stern of the tug, smashing in two planks in her starboard bow. She was beached to avoid sinking.

Captain G. W. Stoddard, of the Mascotte, was in Detroit. It is said that Captain Stoddard is to take command of the new steambarge that is being built in that city as soon as she goes into commission.

Captain George Travis, master of the Canadian scow Rover, reports to the Detroit police that on Thursday some sneak thief gained an entrance to his cabin by removing a wire screen from one of the windows and secured \$260 which he had placed in a trunk.

Captain S. A. Murphy is making preparations to raise the schooner J. T. Mott, which sank over a year ago at the head of Lake Erie with a cargo of coal. Some difficulty was encountered in finding the wreck as the spot where she went down had not been marked. She was finally found and a buoy placed over her. She will be raised by means of pontoons and work will probably be commenced in a few days.

Another war has broken out between the rival boats on the river. The managers of the Star line steamers claim that the managers of the Cole have broken the agreement entered into some time ago and carried passengers at less than schedule rates. The Star line people have reduced the fare to 25 and 35 cents, and may go lower. The rate on the Cole remains the same as heretofore, 75 and 50 cents.

Samuel F. Hodge & Company of Detroit have contracted with the St. Clair steamship company to furnish them a fore and aft compound marine engine 31 and 54 by 45 inch stroke and two steel boilers 12x12 feet. They will be placed in the steambarge which is being built by Simon Langell of St. Clair. The vessel will measure 270 feet keel, 288 feet over all and 40 feet beam. The new steamer will have a Providence steam windlass and capstan aft, from the American Ship Windlass Company.

The largest steamship ever built in Detroit was launched at the Springwells drydock on Tuesday August 31. The new steamer is owned by Eddy Brothers and Captain John Shaw, all of Bay City, and is not only large in size but complete in every detail, and built with a thoroughness that insures the best possible results as to seaworthiness and other requisites. Her principal dimensions are: Length over all, 275 feet; beam, 38 feet; depth of hold, 23 feet. She is built of the best white oak that could be procured. A steel cord 18 inches wide runs around her at the top of the frames and her shelf piece is of steel, 36 inches wide. She is diagonally strapped from steel cord past the turn of the bilge with 5½ inch straps. She is double decked and will carry three spars. Her engine will be a fore and aft compound with cylinders 28 and 48 inches in diameter and 48 inch stroke. She will be supplied with steam from two boilers 9 feet 6 inches by 14 feet and will turn a screw 12 feet 4 inches in diameter. She will be steered by steam, and her windlass and capstan aft will work by steam. Her carrying capacity will be 1,900 tons on a draught of 15 feet 6 inches. Her cabins are large, finished off in mahogany and furnished with every modern convenience. The new steamer will be commanded by Captain W. C. Brown, late of the D. M. Wilson. The launch will take place at 2 p. m. on Tuesday and the steamer is expected to be ready to receive a cargo on September 12. It has been decided to call her the John F. Eddy.

Captain A. A. Cox, of the steamer Jesse Farwell, writes the Free Press that he has located a hitherto unknown rock, with less than fourteen feet of water on it, lying two miles west southwest from Waugoshance lighthouse, Lake Michigan. It ranges with St. Helena and Waugoshance lights, about two miles from the latter. As nearly as he could ascertain it is in mid-channel and is a dangerous obstruction to vessels. Captain Cox thinks the lighthouse department should take immediate steps to mark this dangerous rock. His own vessel struck it on 22nd of this month and she was obliged to go into dock at Chicago in consequence.

The barge Queen of the West, bound up coal laden, sprung a leak in Lake Huron, probably about her crank pin, and ran back

to Detroit for repairs, arriving there Monday night without her tow. Parker & Millen agreed to take out part of her cargo for \$1 a ton, and after being sufficiently lightened she will go into Detroit drydock for repairs.

Negotiations are pending for the sale of the steamer Mascotte to Detroit parties. This is the preliminary step in the scheme to build a new excursion steamer for Toledo.

The propeller Fountain City of the Lake Superior transit line left Detroit, bound up at 1 o'clock Tuesday morning, and when near Lexington became disabled by the bursting of her cylinder head. She was towed back to this port by the propeller Albany.

## EAST SAGINAW.

Special to the Marine Record.

Mr. Temple Emery, of Emery Brothers, at Tawas, principal owners of the log barge Wahnapeetae, was in the city during the week and reports the first accident which occurred on board the barge while loading logs, at French river, Georgian Bay, on last Monday. The cause of the accident was the breaking of the forward derrick or foremast, which in falling struck a young man named David Turcott, of West Bay City, who was engaged in loading, causing his death. The barge was nearly loaded and at once started for Bay City, in tow of the tug Peter Smith, and upon arrival there an inquest was held; but in view of the fact that Mr. Turcott's death was purely accidental, no blame could be attached to anyone.

The steambarge Wm. Rudolph and consorts R. Martini and Walbridge, all stone laden, came in the river Saturday and are reported to have got a nice rise in stone freights for two trips to come.

Frank Sears, of this city, has contracted with Petosky parties for a \$1,200 pleasure yacht, which, if carried out after the model, will be a sleek craft.

The steamer Metropolis has gone her last Sunday excursion to Point Lookout for the season. The steamer Lucile will continue a short time longer if business warrants it.

There is once more trouble among our dockwolvers. A new gang, known as "jingers," has organized, and as freights increase they intend to bring up the price of labor per hour accordingly. If the barge men stuck out as well as the wolvers for their rights, freights would certainly hold at a fair rate and not so low as has been the case before the recent rise.

The Tittabawassee Boom Company shut down its main boom Saturday and will from now out run only a small crew. The Company has rafted and delivered to date 275,000,000 feet. The total output will reach 340,000,000 feet.

The barge Star of the North, Captain J. Nagle, arrived in the river the first of the week from Buffalo, with five hundred barrels of vinegar for the Stewart Company, limited. She loaded again with lumber for Cleveland.

The tug Logie, recently condemned, is to have a new boiler put into her during the winter.

Lumber freights are getting stiffer each day. It seems as if all the eastern and Ohio lumbermen had just awoken from a long sleep and wanted the lumber brought forward at once; and the vessel man who sold out his craft at a great cut, thinking the good times would never return, begins to kick himself and ring his "chestnut bell" for comfort.

SHAW.

## SAULT STE. MARIE.

During a heavy fog the steamer Northerner and Winslow grounded above the canal, and released themselves.

Propeller Wisconsin, bound down, while trying to enter the canal, grounded on Middle-ground shoals, one-half mile above the canal. She will lighter about one hundred tons. A lighter has gone to her assistance.

The heavy fog of the past forty-eight hours lifted Sunday afternoon for a few hours. The canal up to this hour was badly jammed with vessels awaiting passage.

The steambarge E. B. Hale and consort Fayette Brown were released from Pancake shoal by the tug Mystic. The steamer jet-tisoned four hundred tons of ore, the schooner about one hundred tons.

The steambarge Cormorant and consort Richard Winslow ran aground near Round island, Waiska bay, during the fog. The Winslow was released by the steamer S. F. Hodge. A lighter and tug have gone to the Cormorant.

The steambarge R. J. Hackett and consort during the dense fog ran aground inside of Churchville point, twelve miles below this place. As both vessels are light and as the bottom is clay it will probably be some time before they can be released. Assistance has been sent them.

## DULUTH.

Light keeper Jefferson says the rumor that range lights will be substituted for the

fixed light now in use at the entrance to Duluth harbor, is entirely erroneous. All vessel men are pleased with the fixed light and state that it is much easier to find and keep in sight than the old flash light.

## BUFFALO.

The activity in shipbuilding circles noted in the RECORD some weeks ago has extended to Buffalo. The latest enterprise is that of R. Mills & Company, shipbuilders, who are laying the keel for a large steamer for their own account. She is to be 225 feet over all and intended to carry 2,000 tons on 15½ feet draft.

Captain J. J. H. Brown bought of John Kelderhouse three fourths each of the propeller Araxes and barge L. W. Drake, and one half of the barge American Giant for \$20,750. Captain Thomas Maytham, who owns most of the remaining interests, refused to dispose of them. The valuations of the three vessels for insurance purposes is \$15,000 for the Araxes, \$8,000 for the Drake, and \$7,000 for the Giant. Captain Brown at once takes possession of the tow, which loads coal for Green Bay. They will continue in the Menominee lumber trade, and no changes of masters are to be made. Mr. Kelderhouse, who has long been one of the most prominent vessel owners along the lakes, having concluded to retire from active participation in that business, has now sold all his stock except the steamer Nevada and the tug Balize and the schooner Harvey Bissell. The latter two he bought at the sale of S. A. Murphy's effects last spring. The Nevada will probably be soon sold to Palmer, Johnson and others of Cleveland, who have her refusal in hand.

The Union Steamboat Company have just accepted G. B. Mallory's model for their new steel steamship. Her keel will be put down as soon as the Susquehanna is launched, which event will take place next Saturday. The Susquehanna measures 322 feet over all, but the Union boat will be 30 feet longer. The latter will have a triple expansion engine. The high pressure cylinder 36 inches in diameter and exhaust into a low pressure of 52 inches, and this again into one of 72 inches. To do this it will be necessary to carry very high steam, which will be furnished by six Scotch boilers made of one and one-quarter inch steel. Mr. Mallory will superintend her construction.

The schooner Belle Mitchell, ashore above Port Colborne, was released after lightering about 3,000 bushels of corn, and went on to Ogdensburg apparently uninjured.

The new tug building for John Hilder at O'Grady & Maher's yard has been put into commission with her owner as master. She is 49 feet long, 13 feet beam, and 7 feet hold. Her boiler, built by Riter is 9 feet by 5 feet 2 inches, and her engine 14 by 16. She has been named the Carrie H. Scriven, in compliment to the daughter of Mr. Alonzo H. Scriven. Mr. Scriven has for 20 years filled the position of surveyor of vessels at this port. The tug will be sent to the Sault to engage on the contract work her owner has under way there.

The tug Balize was in the Union drydock for repairs and the propeller Conemaugh lies alongside the dock getting a new rudder. Mills & Company have the tug Orient to stop a leak and are building a new foremast for the schooner White Star, now on her way down from Chicago.

Lake receipts at Buffalo for last week included 1,923,210 bushels of grain and 81,290 barrels of flour. Canal shipments aggregated 1,975,880 bushels of grain, and rail shipments 881,390 bushels. Coal shipments by lake for the week were 42,330 tons, and for this season 885,730 tons, an increase of only 27,000 tons over last year.

The meeting of the board on life saving appliances, which opened at Buffalo Monday, will include an inspection of all the stations of the district, the preliminaries for the establishment of a new one at Fort Niagara, and the rebuilding of the burned one at Salmon creek, on Lake Ontario.

It is reported that John Kelderhouse, who has recently disposed of most of his vessel property, is now making arrangements to build a steamboat that will carry upwards of 90,000 bushels of grain.

Captain William Fletcher, who remained ashore one trip on account of illness, has again taken command of the propeller Starucca at Buffalo. He was still a little under the weather. Captain Chalcraft returns to the Rochester as mate.

Captain Rardon has returned from Port Huron where a survey of the T. P. Sheldon was held. He thinks the damages will not amount to a constructive total loss. S. V. Parsons of Buffalo represented the underwriters and H. J. Webb of Cleveland and Mr. Craig of Trenton the owners.

The officers present at the meeting on life saving appliances were, Captain Frank R. Baley, president; Captain J. H. Berriman,

inspector; Captain D. A. Lyle, United States army; Lieutenant P. D. Walker, recorder; S. I. Kimball, general superintendent of life saving service; Captains D. P. Dobbins and B. C. Sparrow, district superintendents, and John Waters, assistant superintendent.

The repairs on the propeller Quebec at the Union drydock will be complete in another week. She has already been floored and her spars put in, and work is progressing on her rigging. Mr. Murphy was in port inspecting her repairs. He is not ready to state what trade he will put her into, but says that with the present outlook the question is easily solved.

The Lake Erie Boiler Works, Hammond & Coon proprietors, have recently put into their boiler shops the best and latest improved machinery for the manufacture of heavy marine boilers that can be found in the world. This firm makes a specialty of heavy marine work and can build without a fault in as short a time as any firm in the country. The four boilers now being furnished at these works for the Anchor line steamer Susquehanna have been pronounced by experts to be the best constructed boilers they have ever seen.

## MILWAUKEE.

The fine new steambarge at Mr. Fitzgerald's Milwaukee shipyard will be launched on Saturday. The new boat will be called the Amboy.

The schooner Michigan, which sprung a leak in Lake Michigan, had nine feet of water in her hold before the steam pump got to work. A great loss was averted by running the vessel ashore, or she certainly would have sunk in a short time in deep water.

Several Green Bay vessels have been overhauled by the government authorities for violating the steamboat laws: The steamer North Star was assessed a fine of \$1,700, of which \$500 was for carrying more passengers than her license permits, \$1,000 for not having a sufficient number of life boats and \$200 for towing a barge with passengers without having the necessary appliances for their safety. The steamer City of Green Bay was fined \$500 was for running without an inspector's certificate, and the captain of the C. W. Moore \$50 for not surrendering his license.

The steamship Oceanica, with grain and provisions from Chicago for Buffalo, lost her rudder when in mid-lake about abreast of Sheboygan. She had been steering wildly, and her captain believes that she got a log or something else between her wheel and rudder when leaving Chicago as he knew she struck something. After the accident, with the assistance of her foresail, she was worked into shore, but lost the breeze when under the land below Fox Point. A vessel arriving here reported her in a helpless condition, and two tugs were sent to her, returning this afternoon. A new rudder is being made for her, and she will ship it Thursday.

The schooners S. L. Watson and Emma Hutchinson were chartered for 100,000 bushels of wheat to Buffalo at 4 cents, being the first capacity taken here for several weeks. There are indications now of large shipments.

## CLAYTON.

Special to the Marine Record.

Steamer Ontario had the misfortune to break her walking beam, and did not make her trip to the island, but will be down on Monday as usual.

The excursion steamers are reaping a good harvest this season.

It has been very smoky on the river for the past two weeks.

Captain Andy Miller, formerly of the steamer Pierrepont, is now master of the steamer John Thorne.

The steamers John Thorne and J. F. Maynard will have a good overhauling this winter and will be put in fine order for next year's business.

A good propeller, to run from Oswego and Alexandria Bay next year would pay well to the man who has such a steamer, to be used in carrying passengers and in supplying the fruit trade on the river.

B.

The steamer A. Booth, which was wrecked in Lake Superior, Saturday night was one of the most valuable of the fleet owned by A. Booth & Son of Chicago, and her loss will be a serious one. The firm have wired instructions to Duluth to do all that can be to raise her. Pending the result of the effort to save the boat from the total wreck, the new propeller Vernon will be dispatched to take the place of the Booth on the Lake Superior route. The steamer slipped off the reef on which she struck Saturday night and had gone down in forty feet of water. Captain Inman has gone with the tug Williams, two scows, and diving apparatus to raise her. She is valued at \$14,000 and is insured in the pool for \$10,000.

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VESSEL AGENT AND BROKER,  
Duluth.

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Will be glad to furnish information in regard to car-  
goes, also in relation to docks, depth of water, etc., at  
Duluth, Agate Bay (new iron ore port), Port Ar-  
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the same money. Her dimensions are 31 feet keel,  
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masts. Her carrying capacity is 400 to 425 tons or 14-  
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a draft of 9 feet 9 inches. Her engine is high pressure  
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Speed 10 miles loaded or 11 1/2 light.  
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Steel hull 60 feet over all, 10 feet beam, 6 feet hold.  
Engines fore and aft compound, 8 and 14x12. Otis  
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This tug is 52 feet over all, 13 feet 3 inches beam,  
and 6 feet 6 inches depth of hold. Engine, 13x14; steel  
boiler 4 feet 6 inches diameter by 9 feet long. The  
hull was built by Geo. H. Notter, Buffalo, and is an  
excellent model and well built. The tug is nearly  
new, having done only five months' work since she  
came out new last summer. She has a poop deck and  
finished cabin fore and aft, and classed A1. Price,  
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Leaves Cleveland every Friday evening at 9 o'clock  
For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda  
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### LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 30, 1886 at 5 o'clock p. m.  
the time given in the figures below is the standard  
(Nineteenth meridian) time, which is thirty-three min-  
utes slower than Cleveland time proper.

| Eastward.                            | Arrive     | Depart.    |
|--------------------------------------|------------|------------|
| No 4, Fast Limited Express.....      | *2 55 A M  | *3 05 A M  |
| No 8, N. Y. B & A Express.....       | *2 25 A M  | *8 50 A M  |
| No 26, Elyria Accommodation.....     | *7 45 A M  | *10 45 A M |
| No 24, Buffalo Ac'm via Sandusky     | *10 30 A M | *10 45 A M |
| No 24, Toledo Accom via Norwalk      | *10 30 A M | *10 45 A M |
| No. 10, New York & Boston Ex.        | *11 40 A M | *12 30 P M |
| No 12, N. Y. & B Fast Express.....   | *2 10 P M  | *2 45 P M  |
| No 2, Night Ex via Norwalk.....      | *9 40 P M  | *10 00 P M |
| No 22, Night Ex via Sandusky.....    | *9 40 P M  | *10 00 P M |
| No 26, Connect Accommodation         | *4 25 P M  |            |
| Westward.                            | Arrive     | Depart.    |
| No 1, Fast Limited Express.....      | *12 15 A M | *12 25 A M |
| No 23, Cleveland Expre s.....        | *2 15 A M  |            |
| No 3, Chicago Express via ".....     | *6 00 A M  | *6 30 A M  |
| No 25, Mich Accom Norwalk.....       | *6 30 A M  | *6 30 A M  |
| No 21, Toledo Ex via Norwalk.....    | *12 50 P M | *13 20 P M |
| No 5, St. Louis Ex via Sandusky..... | *10 45 A M | *10 50 A M |
| No 9, Chi Pac Ex via Norwalk.....    | *6 15 P M  | *6 40 P M  |
| No 31, Elyria ac to Elyria only..... |            | *14 30 P M |
| No 27, Connect Accommodation         | *8 10 A M  |            |

Sunday train for Nottingham—Depart 8:15 a. m.,  
and 1:45 p. m.; returning, leave Nottingham at 8:50 a.  
m. and 3:45 p. m.

Reference marks—\* Daily, † daily, except Sunday,  
‡ daily, except Monday.

A local Cleveland and New York sleeper daily on  
No. 12, leaving Cleveland at 2:45 p. m.; arrive Grand  
Central depot, New York, 10:30 a. m.

For full information as to trains and connections ap-  
ply at the Union ticket office, corner Bank and Super-  
ior streets, under Mercantile Bank.

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**NEW YORK, CHICAGO & ST. LOUIS  
RAILWAY.**

The passenger equipment of this New Trunk Line  
is all new and is supplied with the latest appliances  
necessary to safe, speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van  
Buren street, Chicago, and N. Y. L. E. & W. R. Y. depot  
at Buffalo.

Following is the time in effect April 25, 1886, and un-  
til further notice:

| EASTWARD.                | Arrive     | Depart.    |
|--------------------------|------------|------------|
| Buffalo Passenger .....  | *10 40 A M | *10 45 A M |
| Chicago Passenger .....  | *9 00 P M  |            |
| Local Freight .....      | *4 40 A M  | *5 45 P M  |
| WESTWARD.                | Arrive     | Depart.    |
| Chicago Passenger .....  | *4 40 A M  |            |
| Fostoria Passenger ..... | *4 46 P M  | *4 51 P M  |
| Local Freight .....      | *5 00 P M  | *5 50 P M  |

**ROCKY RIVER ACCOMMODATION.**  
Depart—\*7:40 a. m., \*1:35 p. m.

**EUCLED ACCOMMODATION.**  
Depart—\*6 24 a. m., \*9:10 a. m., \*5:05 p. m.

\*Daily except Sunday.

Through tickets to all points are on sale at principal  
offices of the company at LOWEST RATES for any class  
of tickets desired. Baggage checked to destination.

For information, call on nearest agent of the Com-  
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Eastward from Cincinnati, Indianapolis and St. Louis,  
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Schooners can have their Compasses Ad-  
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they are out on East or West  
Courses, and which way it

leads, North or South of above Courses,  
**161 River St., Cleveland, O.**

### PRESLEY & CO., Globe Drydock

Shipbuilding, Drydocking, Re-  
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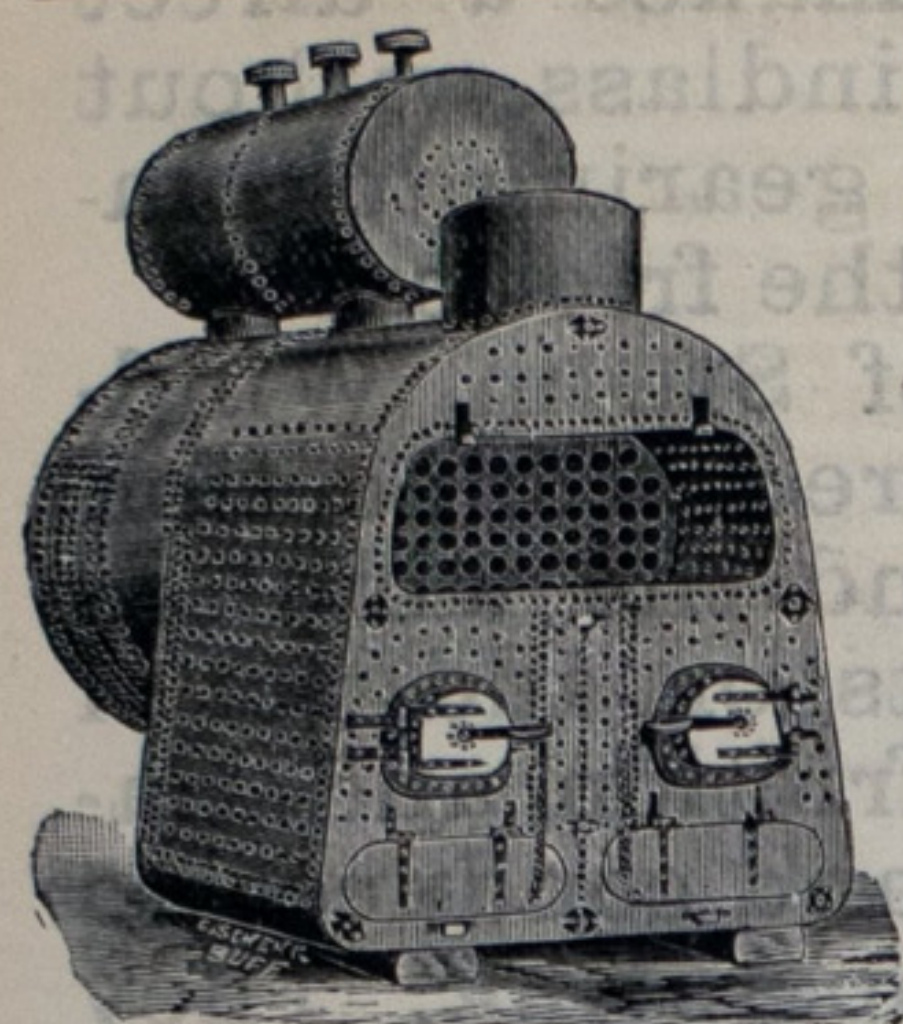
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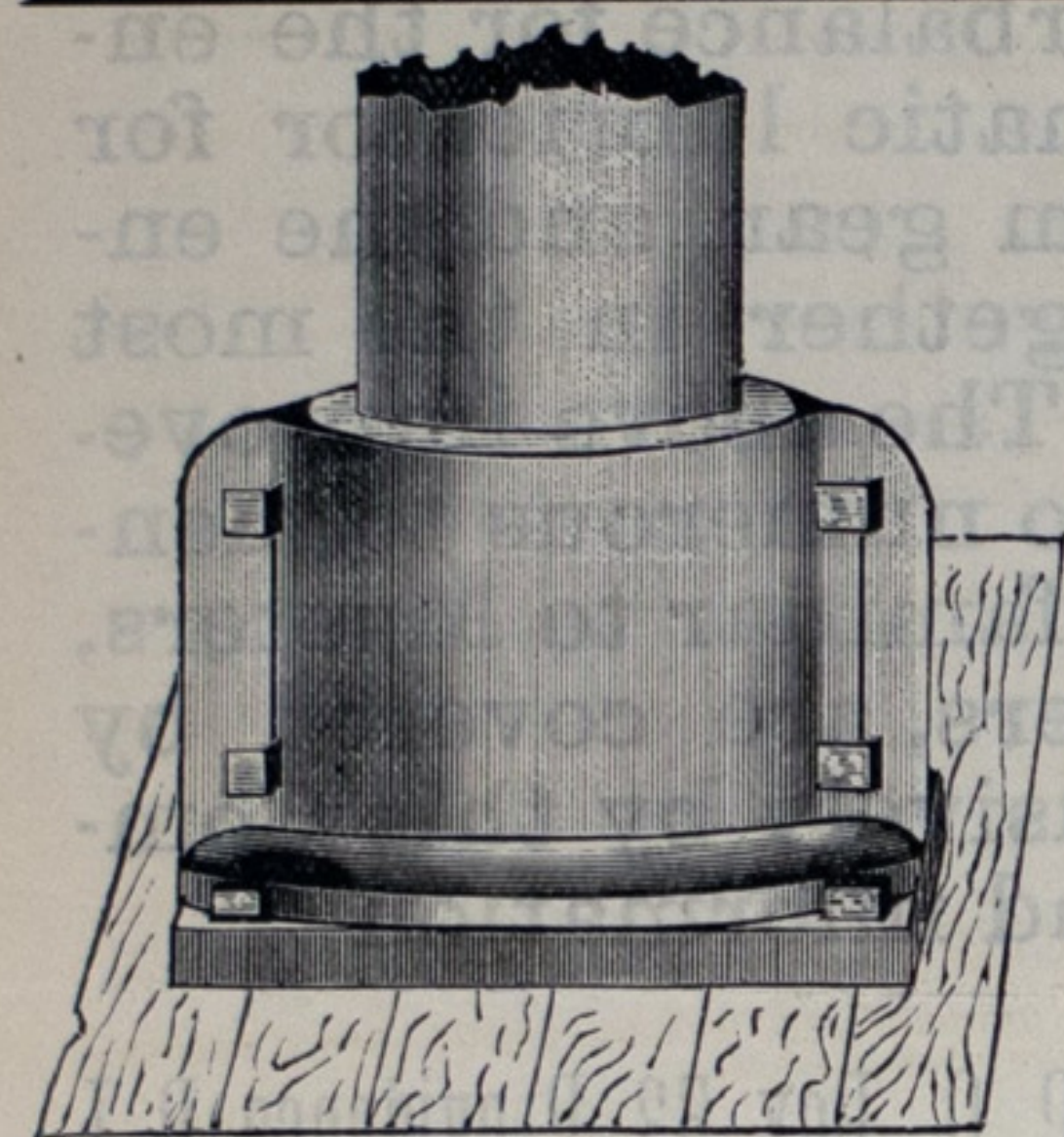
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A Practical and Invalua-  
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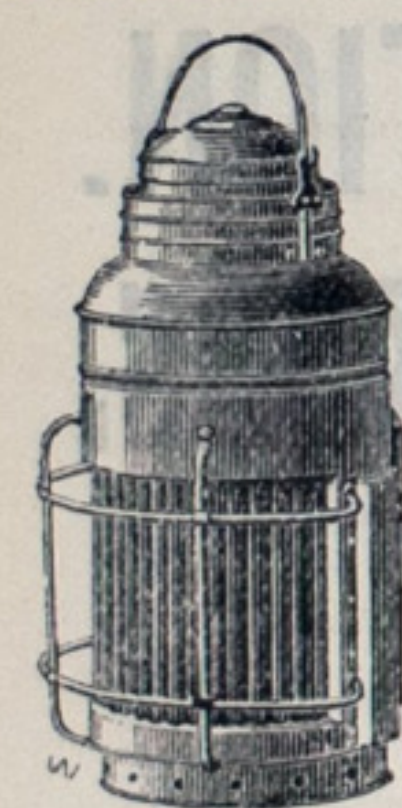
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**PATENT FLUTED LENS AND PERFECT COLORS.**



GET THE BEST AND AVOID COLLISIONS.  
These Lamps give a more brilliant light than any Signal Lamp now  
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They have been adopted by the principal Ocean and Lake Steamers

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WE ALSO MANUFACTURE THE CELEBRATED  
**French Wrought Iron Ranges and Broilers**  
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All Steamers and Vessels trading to Duluth will please take  
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have consolidated with **B. B. INMAN'S** tugs, forming a

**LINE OF SIX FIRST CLASS TUGS.**

We shall do all in our power to give satisfaction, both in our  
work and prices. We are now prepared to take contracts for  
Wrecking jobs, Raft towing, and Vessel work. The line  
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1 per cent to 4 per cent per annum;  
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**\$3** will secure one BRUNSWICK 20-THA-  
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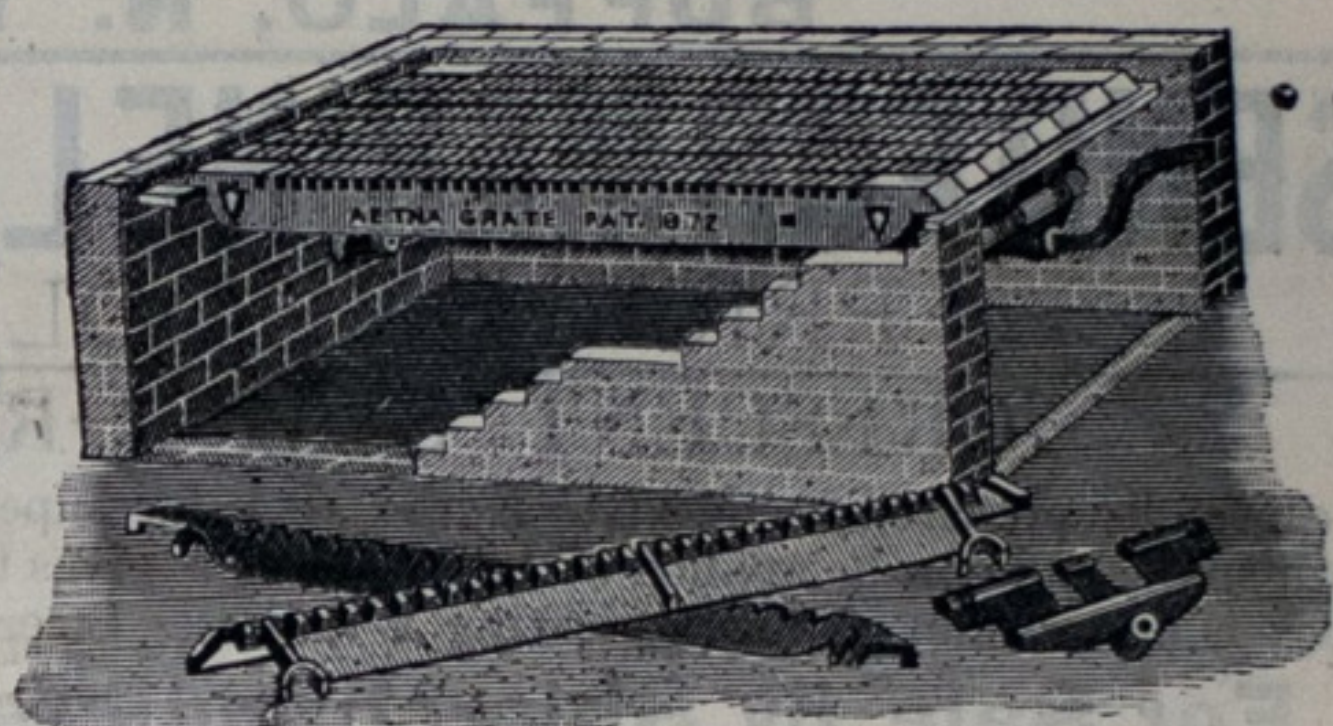
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Have made arrangements with the American Ship Windlass Co. to build their Celebrated Machinery, with latest improvements for use on Ship-board for Canada.

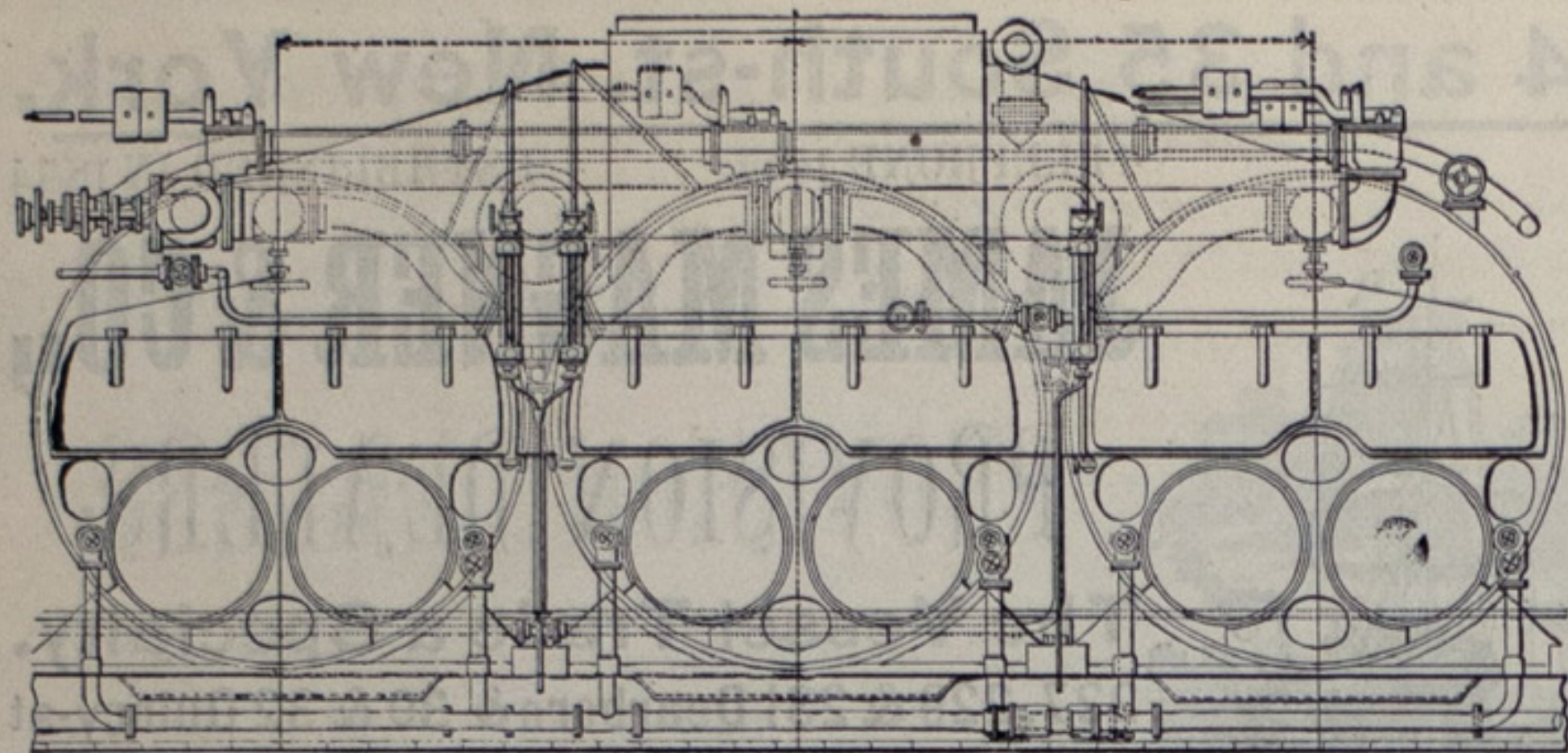
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Builders of Steam, Messenger Chain and Hand Windlasses, Power, Crank and Steam Capstans, Wharf and Ferry Drops. Their Capstan Windlasses have a Power Capstan with a single head which has power and speed arrangement entirely independent of the windlass, and which makes a direct connection with the windlass without the intervention of any gearing to complicate it and increase the friction.

In all their styles of Steam Windlasses they make a direct connection between the engines and the windlass without counter shafts or additional gearing. This saves friction and liability to break down and conduces to durability and ease in operating. They also have a counterbalance for the engines and an automatic lubricator for the worm and worm gear, and the engines are placed together in the most accessible position. The above improvements and others too numerous to mention, but which are familiar to Masters, Owners and Builders, are covered by Patents owned exclusively by this Company. For plans and information

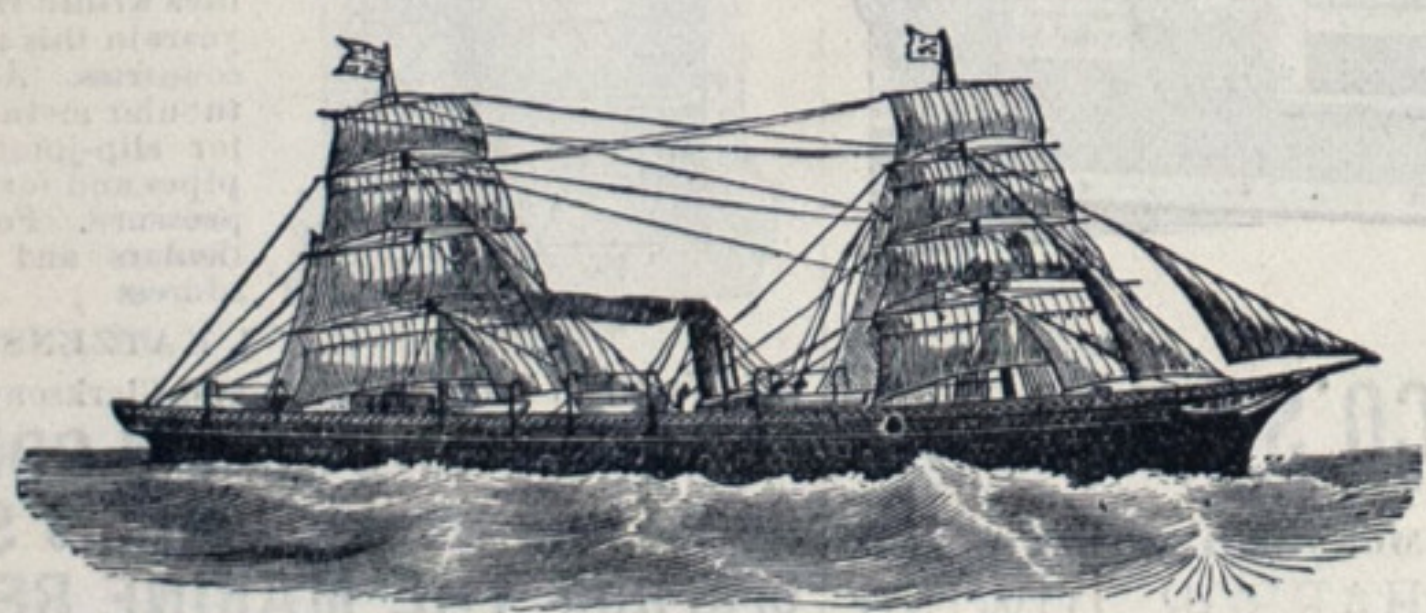
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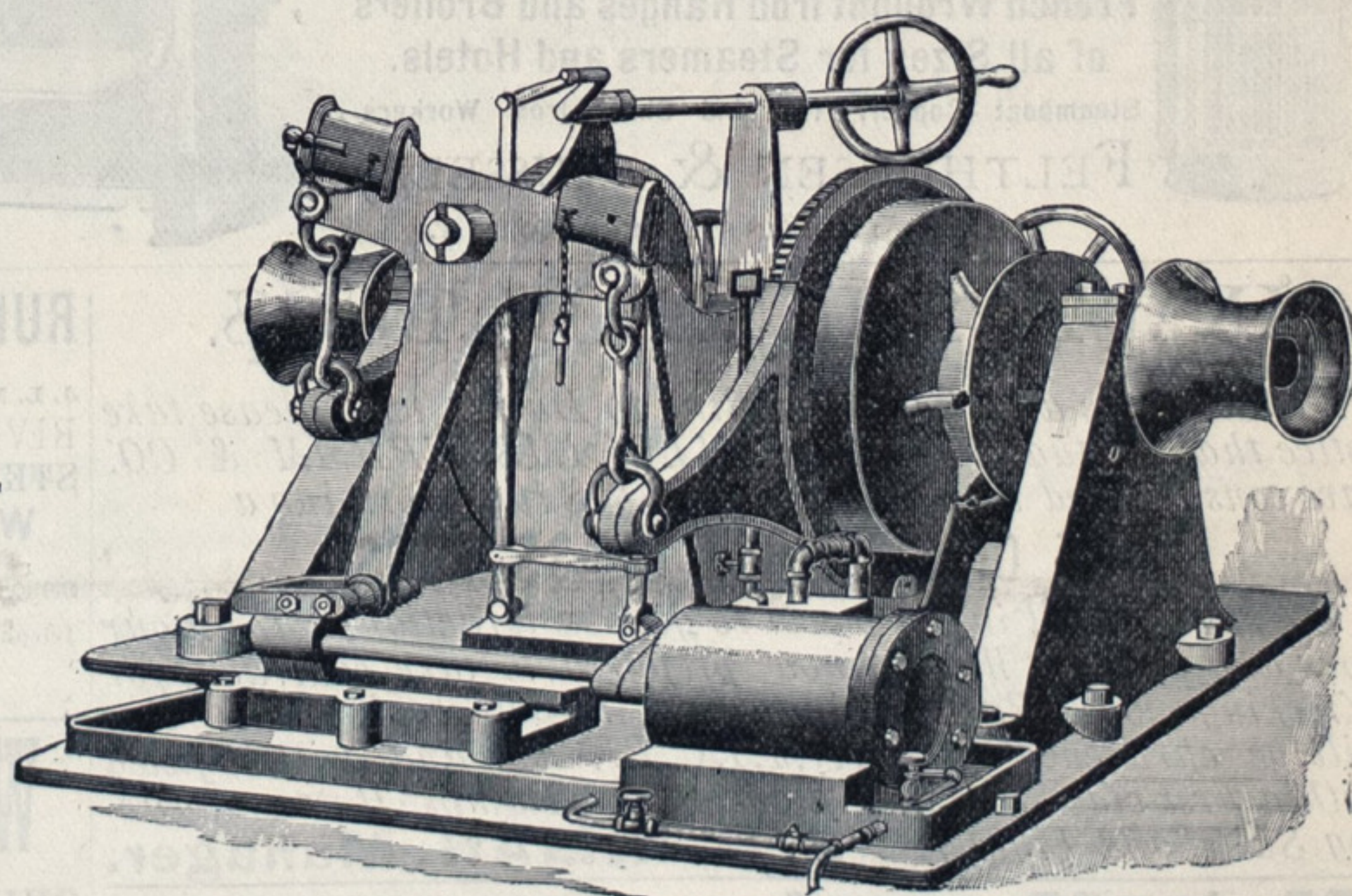
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